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ANNALS
OF
COMMERCE,
MANUFACTURES, FISHERIES, AND NAVIGATION,
WITH
BRIEF NOTICES OF THE ARTS AND SCIENCES CONNECTED WITH THEM.

CONTAINING THE
COMMERCIAL TRANSACTIONS
OF THE
BRITISH EMPIRE AND OTHER COUNTRIES,
FROM THE EARLIEST ACCOUNTS TO THE MEETING OF THE UNION PARLIAMENT IN JANUARY 1801;
AND COMPREHENDING THE MOST VALUABLE PART OF THE LATE MR. ANTERSON'S HISTORY OF COMMERCE, VIZ. FROM THE YEAR 1497
TO THE END OF THE REIGN OF GEORGE II., KING OF GREAT BRITAIN, &c.

WITH A LARGE APPENDIX,

CONTAINING
CHRONOLOGICAL TABLES OF THE SOVEREIGNS OF EUROPE, | A CHRONOLOGICAL TABLE OF THE PRICES OF CORN, &c. AND
TABLES OF THE ALTERATIONS OF MONEY IN ENGLAND AND | A COMMERCIAL AND MANUFACTURAL GAZETTEER OF THE
SCOTLAND, | UNITED KINGDOM OF GREAT BRITAIN AND IRELAND;

WITH A GENERAL CHRONOLOGICAL INDEX.

The Antient Part composed from the most authentic Original Historians and Public Records, printed and in Manuscript; and the modern Part from Materials of unquestionable Authenticity (mostly unpublished) extracted from the Records of Parliament, the Accounts of the Custom-house, the Mint, the Board of Trade, the Post-office, the East-India Company, the Bank of England, &c. &c.

By DAVID MACPHERSON.

IN FOUR VOLUMES.

VOL. IV.

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THE FOURTH VOLUME CONTAINS

(THE CONTINUATION OF PART III)

The Commercial Transactions of the British Empire and other Countries, from the Beginning of the Year 1783 to the Meeting of the Union Parliament in January 1801: composed from Materials of unquestionable Authenticity (mostly unpublished) extracted from the Records of Parliament, the Accounts of the Custom-house, the Mint, the Board of Trade, the Post-office, the East-India Company, the Bank of England, &c. &c.

ALSO, A LARGE APPENDIX, CONTAINING

I) The Chronology of the principal Sovereigns of Europe after the Year 800.

II) Tables shewing at one View, how many Pounds, Shillings, and Pennies, have been coined out of a Pound of Silver at different Times in England and Scotland, and also the Degree of Fineness of the Standard, and the Times at which the several Alterations have taken place.

III) A Chronological Table of the Prices of Corn, and several other necessary Articles, and also of Salaries, Wages, Marriage Portions, &c. in England and Scotland, by a Comparison of which with the Tables in No. II, the real Value of Money, through all the Stages of its Diminution and Depreciation, may be ascertained with tolerable Accuracy.

IV) A Commercial and Manufactural Gazetteer of the United Kingdoms of Great Britain and Ireland.

TOGETHER WITH

A copious general Chronological Index.

T O

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whose splendid achievements and vast territories in India rank
them among the greatest sovereigns of Asia ;

and whose noble encouragement of literature and science have
raised the mercantile character to the highest degree of exaltation
and dignity ;

THE ANNALS OF COMMERCE, MANUFACTURES, FISHERIES,
AND NAVIGATION,

are most respectfully dedicated

by

their most obedient

and very humble servant,

DAVID MACPHERSON.

PREFACE.

IF it were possible that the importance of the subject could be equalled by the merit of the composition, there would be few works so well deserving the attention of a British reader as the Annals of commerce.

Wherever commerce has flourished, the people have enjoyed general plenty and happiness; civilization, urbanity, and a comparatively-well-ordered government, securing the liberty and property of the subject, have been its constant attendants. Aristotle, that great master of politics, says that the constitution of the commercial republic of Carthage was one of the most perfect in the world. And we may be allowed, with no small degree of satisfaction, to add, that our own commercial island has long been considered in Europe as the asylum of liberty, and the country wherein property could most safely be enjoyed.

But, though commerce is universally known to be the chief source of the prosperity, and also the power, of the British empire, no British work illustrative of its progress ever appeared, till Mr. Anderson published his *Historical and chronological deduction of the origin of commerce*, wherein he has traced its progress from the creation of the world to the commencement of the reign of his present Majesty; a work which has been quoted with approbation by some of the greatest authors who have written since it appeared.

Mr. Anderfon appears to have bestowed many years of his long life in collecting materials for his work. He consulted a great number of books and pamphlets on commercial and politico-commercial subjects: and from them, making some (though perhaps not sufficient) allowance for the partiality of controversial writers, he chiefly drew his materials for the history of the sixteenth and seventeenth centuries. But for at least half a century preceding the commencement of the present reign he is an original author, relating, from his own knowledge and observation, the commercial transactions of the British empire, with which he had every opportunity of being well acquainted, and in which he was in some degree engaged, having been in the service of the South-sea company, I believe, above forty years. Hence we find, he is quite at home in the affairs of that company, and particularly in the very extraordinary transactions of the year 1720, his account of which will ever be considered as the standard history of that noted æra of frantic avarice and blind infatuation.

If he had been equally accurate in the early part of his work, the task of a succeeding writer would have been little more than merely to continue the narrative from his conclusion. But unfortunately he trusted to translators and other modern writers, and these sometimes not very properly chosen. His neglect of the antient historians of Greece and Rome, and of the valuable historians of the middle ages (whom the supercilious ignorance of grammarians calls barbarous), and the want of some public records not attainable in his time, have betrayed him into innumerable errors and omissions. Hence it is necessary to compose the history of the early ages entirely anew: and I have ventured to take upon myself the arduous task of giving an authentic chronological narrative of the progress of commerce, manufactures, fisheries, and navigation, from the earliest accounts to the discovery of America in the year 1492.

In preparing the most valuable part of Mr. Anderson's work for the press, I have preserved all his facts, and the most of his remarks; though some of them are dictated by the narrow-spirited jealousy of commerce, which in his time passed for patriotism. But I have cancelled many repetitions, and the frequent notices of prices, and the diminutions of money, with the attendant calculations of the difference of the expense of living in antient and modern times, an object almost as fallacious as the measurement of a shadow; instead of which, I have given in the Appendix a chronological view of the several diminutions of the money of England and Scotland, and a chronological series of the prices of corn and other necessary articles, both in the perspicuous and comprehensive form of tables, from the inspection of which the reader can obtain a pretty clear idea of the depreciation of money; for that is what we mean, when we talk of the increased price of living: and he will need no commentary to show him the difference between the numerical expenditure of modern times and that of any particular time in by-past ages.

The only other alterations I have made consist in pruning the superfluities of diction; substituting modern words and phrases (as far as I could without entire new composition) for obsolete ones, which Mr. Anderson appears to have used more than any of his contemporaries who have come within my observation; and throwing down to the bottom of the page many sentences and paragraphs of the nature of notes, wherewith his narrative is frequently obstructed.

The additions made by myself in this portion of the work are presented in the form of notes, with the letter *M* subjoined to each of them.

From what has been said the reader will perceive that the commercial transactions from the year 1492 to 1760 stand on the au-

thority of Mr. Anderson and those whom he has followed. But for the long period preceding 1492, and also for the short, but very eventful and important, period between 1760 and 1801, I stand solely and entirely responsible.

I flatter myself that my labour has not been entirely unsuccessful in tracing the progress of the very important trade of the western world with India, the most ancient commercial intercourse between far-distant nations of which we have any knowledge, from the earliest dawn of historic information, appearing in the books of Moses and other authentic writers, to its present splendour and magnitude, under the direction of the greatest and most illustrious company that ever was associated for commercial purposes since the creation of the world. And I trust that the several lights I have brought to bear upon this great object have produced an authentic deduction of its progress, as perspicuous as my materials would enable me to give, and as connected and circumstantial as the plan and limits of my work would permit.

This commerce was conducted in the earliest ages by the South Arabians, a people apparently more enlightened by science and commerce than any nation situated farther west, unless the Phœnicians may be placed on a level with them.*

The commerce next in importance, and apparently also in order of time, was that of the Phœnicians and their colonies, particularly their illustrious colony of Carthage, and that of Gadir (or Cadiz), with which is connected the earliest commercial history (and indeed notice of any kind) of our own British islands. Unfortunately the

* The extensive active commerce and voyages ascribed to the ancient Egyptians are merely the creation of modern fancy, as I have, I trust, sufficiently demonstrated in the note in p. 13 of the first volume.

most of the information we have respecting these antient commercial states is derived from their enemies. From these perverted fountains of intelligence I have endeavoured to collect every notice concerning them worth preserving: but every judicious reader will be inclined to believe that their character for commercial integrity, science, and literature, was much higher than the malevolent accounts of such writers represent it, and that they were much more enlightened than any other people bordering on the Mediterranean sea.

The commerce of Carthage, and also that of Corinth, a trading city of Greece, were abolished by the Romans, the general enemies of commerce*: and, indeed, it may be observed, that as the Roman empire increased, the commerce of the western world decreased, with the single exception of an enlarged demand for Oriental luxuries. Of this Oriental trade we happily possess a description, which for accuracy and minuteness of detail may almost rival a modern official account; and I have the satisfaction of now giving the first complete abstract of this precious monument of commercial antiquity that has appeared in the English language. As the Roman empire declined, the Oriental trade, supported merely by the redundant opulence of Rome, gradually decayed; and in the sixth century we find the intercourse with India turned into a new channel. During the many dark ages, which succeeded the subversion of the Western empire, the faculties of the human mind were debased by the grossest ignorance; and literature, science, and commerce, were neglected or forgotten in the western parts of the world, till the Saracens, and some of the cities of Italy and the neighbouring countries, began to

* Notwithstanding the anticommercial spirit, so evident in the actions and writings of the Romans, even when they were comparatively civilized, they have been represented as a commercial people, from the very commencement of their republic, by a writer on commerce, who has strangely had the good fortune to be followed and quoted, as if he were an authentic historian.

pay some attention to them. The spirit of commerce afterwards arose in the Netherlands and some of the cities of Germany, and, after making some stay in Portugal, has settled in our own sea-girt country, I hope, never to depart. But the principles of commerce were not at all known in this country till of late, as will appear from innumerable facts and laws to be found in this work. An accurate record of such facts and laws is essentially necessary to the enlightened merchant, the political economist, and the philosophic legislator, who may desire to form plans of commercial policy, advantageous to the nation at large, as well as to the individual merchants and manufacturers.

As agriculture is the foundation, so are manufactures and fisheries the pillars, and navigation the wings, of commerce. Agriculture does not come within the plan of this work: and it may be sufficient to observe, that nations merely agricultural, or agricultural and pastoral, may indeed possess a sufficiency of food, and some rude kind of clothing; but they must be indebted to their more industrious neighbours for manufacturing, and also bringing to them, every article of comfort and enjoyment, the purchase of which, by bartering their corn and cattle for them, necessarily produces the first rudiments of a passive trade.

Of the manufactures of the antients, if we except the single article of silk, which was introduced in Greece in the sixth century, we have very scanty information. Of the important woollen manufactures of the Netherlands, Catalonia, Italy, and afterwards of our own country, and also of the trade in wool, I have endeavoured to give a clear and true account, in order to furnish an antidote to the misrepresentations of some who have written upon that subject without regarding authorities, as was, and is, customary in writing to serve particular purposes. The other principal articles of British

manufacture have also been attended to, in proportion to their importance, or the means of obtaining information respecting their progress.

The important business of the fishery, that great source of opulence and naval power, is traced from the earliest ages. Whether the Arabians salted any of the fish they caught by the nets, hooks, &c. mentioned in the Book of Job, we are not informed. But from Herodotus, the father of Grecian history, we know that fish were cured with salt in Egypt about 1350 years before the Christian æra; and we find other notices of a trade in salt fish among several of the antient nations. We also find that the trade in salt herrings and other salt fish was an object of considerable importance in Britain and the other western parts of Europe long before the age of the Flemish curer, Beukelens, who is generally supposed to have *invented* the art of curing herrings. The many laws for the promotion of this great national object, and the progress of the chief branches of the fishery, are carefully and authentically detailed.

Without navigation commerce can scarcely be carried to any considerable extent. I have, therefore, endeavoured to mark, as far as my limits and the means of information would permit, the gradual progress of that most valuable art, from the first rude attempts to that high degree of perfection, in which it may be said, almost without any stretch of veracity, that the powers of the human mind extend beyond their limits, and give life to a machine composed of timber and canvass. And as warlike vessels are, or at least ought to be, the protectors of commerce, I have noted many of the improvements and revolutions of maritime warfare; and I have given, I trust, a clear explanation of the arrangement of the tires of oars in the war galleys of the antients, that puzzling desideratum in the study of

antient history, for which I with pleasure acknowlege myself indebted to my worthy and respectable friend General Melville.

The progress of the sciences of astronomy and geography, which are the very eyes of navigation, and without which no distant voyage can be performed, is well worthy of being noted: and arithmetic, book-keeping, geometry, and the mechanic arts, also merit our attention. In such a work as this there ought to be at least some brief remembrance of those friends of mankind, whose ingenuity, study, or patriotic exertions, have added to the comfort and happiness of life, have procured for their country valuable branches of trade, have abridged the labour and expense of manufactures and carriage, or have lessened the dangers of navigation. The superior importance of commerce and the peaceful arts is now known all-over Europe; men begin to be esteemed rather for utility than for unmeaning names or titles; and we may hope that, the time is not very distant, in which the names of Arkwright, Wedgwood, Brindley, Harrison, and other friends of mankind, will stand higher in the temple of Fame than those of Alexander, Cæsar, Zingis-khan, Timour, and other such destroyers, who have hitherto engrossed the admiration of the world.* Not very long ago those who were considered as the first people in the community would have been ashamed to be supposed to know any thing of commerce or manufactures. But we now see men of fortune and title actively concerned in com-

* ‘Mira humani ingenii peste, sanguinem et cædes condere annalibus juvat, ut scelera hominum noscantur mundi ipsius ignaris.’ [*Plin. Hist. nat. L. ii, c. 9.*] But this perversion of reason was not confined to the Romans, whose trade was war: the historians or chroniclers of Venice, Genoa, and Pisa, communities professedly commercial, have been carried away with the current of applause bestowed upon military achievements, and have expatiated upon them, while they have almost entirely neglected the more valuable history of the commerce, by which their small states were exalted during some ages to a proud pre-eminence over the empires and kingdoms of Europe.

merce, mines, coal-works, salt-works, lime-works, canals, and various branches of manufactural industry, as well as in agriculture.

As I wished to write an useful, rather than a large, book, I have been careful not to load and obscure the pages with the verbosity and peculiarity of language, which are thought necessary in acts of parliament, treaties, and other public papers. But I have given a concise abridgement of such of them as are connected with commerce, which in most cases will be sufficient; and where it is not, recourse can be had to the originals.

All the official accounts are arranged in the perspicuous and comprehensive form of tables. Those of the imports and exports are constructed so as to show the whole trade with each country by adding the amount of England and Scotland. And, in order to avoid large folding tables and an unnecessary multitude of figures, I have left it to the reader to make the additions when necessary, and also to strike the balance of trade with any particular country.

I have been sparing of remarks, and have advanced no dogmatic opinions, nor any theories whatsoever. My readers will in general be more capable than myself of perceiving the causes and consequences of events and laws: and with the recital of these only the book is sufficiently voluminous.

In order to preserve the narrative from being interrupted by argumentative or disputable matter, I have thrown all critical disquisitions, and also many illustrations and proofs, into the notes. These some readers may chuse to overlook, while others will think them the most valuable part of the work: and I am ready to acknowledge, that some of them have cost me more labour in research than many pages of the text. But, if they shall be instrumental in correcting

misrepresentation, establishing truth, and banishing at least some falsehoods from the page of history, I shall not think my labour ill bestowed.

The chronology of the sovereigns of Europe, arranged in one table in the Appendix, instead of the tables given by Mr. Anderson for every century, shows what princes were contemporaries; and it will sometimes be found useful in settling the dates of events recorded as having taken place in such a year of a king's reign.

The chronological table of the alterations of money in England and Scotland, and the chronological table of prices, will be found exceedingly useful to those who may have occasion to appretiate the real value of money at any particular time, which may be done with tolerable exactness by calculating, from the inspection of the two tables, the quantity of silver any article was sold for at the time required.

The commercial and manufactural gazetteer, if it could be made more complete, would present a pleasing picture of the industry of the whole united kingdom. Imperfect as it must necessarily be, from the narrow bounds assigned to it, but still more from the impossibility of obtaining sufficient and satisfactory information upon subjects, which the generality of writers, even the most minute topographers scarcely excepted, think either unworthy of their notice, or not within the sphere of their observation, it is much better than none: and it may perhaps stimulate some person duly qualified to appropriate a larger work to a subject so important and interesting. Such accounts, drawn up at intervals of about half a century, would show the migrations of trade and manufactures, the rise of industrious towns, the decline of others not possessing sufficient accommodation of harbours, inland navigation, fuel, mill-streams, &c. and the

fluctuations to which all sublunary things are liable. Many such changes appear in comparing this brief sketch with the few similar notices of earlier times to be found dispersed in other works, particularly in Doddsley's Preceptor, published in the year 1748, and some topographical notices in Mr. Anderson's work.

As a large book is little better than a chaos, or mine, of materials without the help of a copious Index, I have endeavoured to make that which is subjoined to this work as comprehensive, and at the same time as concise, as possible : and I have followed Mr. Anderson's plan in giving the date of every article.

The authenticity of antient history rests entirely upon the evidence of antient writers, and can only be established, to the satisfaction of a judicious reader, by referring to the original authors. This I have constantly done : and I have not loaded the work with unnecessary quotations from their followers ; for a thousand followers of an original author add nothing to the value of his evidence, though an ostentatious display of their names may give a writer a great reputation for erudition in the opinion of many readers : but I wish for no false reputation of that or any other kind. I have not, however, been neglectful of the works of later and modern historians and commentators, but have carefully consulted them, in order to obtain their judgement upon doubtful points, or to avoid the omission of any thing important which might have escaped myself ; for no writer ought to be so confident of his own research or talents as to neglect the help of others.

As the discovery of truth is the greatest pleasure attending historical research, I have not scrupled to differ from men of great and established reputation, when compelled to do so by the first and most indispensable duty of an historian, and by the respect due to those

antient authorities which they ought not to have neglected, or gone in defiance of, though in so doing I may incur the censure of superficial critics. Where I differ from modern writers, I have scarcely ever thought it necessary to produce their names or their arguments, or even to observe that there is such a difference; for this is not a work of controversy. It is sufficient that I produce unquestionable authority: it necessarily follows, that whoever contradicts that runs into error.

The history of the British commerce during the middle ages rests in a great measure on the authority of public records, partly printed, and partly manuscripts, the later of which, I consulted in the great national library in the British Museum, and, on some occasions, in the Tower.

The modern part of the work, though containing fewer quotations than the other parts, is still more assuredly authentic, being founded upon the acts and records of parliament, official accounts, and other such unquestionable documents. But in a work, for which no materials can be supplied from the fancy or judgement, nor even from the unaided industry, of the author, and in the search for which even money, which commands almost all things, is of no avail, it is proper to inform the reader how I have obtained documents, which have generally been withheld from preceding writers: and in so doing, I at the same time gratify my feelings, by acknowledging my obligations to the great and worthy characters, who have enabled me to render my work more worthy of the approbation and confidence of the public, and perhaps of succeeding ages, than it could otherwise have been.—For the materials extracted from the manuscript records of parliament I am indebted to the favour of Mr. Addington (now Viscount Sidmouth), who was pleased to say, that he considered my work as an object of public utility, and entitled

to public support and encouragement ; and also to Sir John Mitford (now Lord Redesdale), who repeated the order for my admission to the office for the journals and papers, where, during my researches, I met with every accommodation and attention from the politeness of Mr. Benson and Mr. Whittam. For such of the custom-house accounts as I had not previously obtained, I have to acknowledge the kindness of Mr. Vansittart, the secretary of the Treasury, who, besides some important communications, favoured me with a proper introduction to the custom-house, where I drew from the fountain-head the most authentic and important accounts of the commerce, shipping, and commercial revenue, of the British empire : and I am much indebted to the polite attention of Mr. Irving, Mr. Glover, and, indeed, of every other gentleman to whom my numerous inquiries led me to apply.—The accounts of the coinage are derived from those made up for parliament by the proper officers of the Mint, and the later part from personal inquiry.—Mr. Chalmers, in whose keeping the books and papers of the late Board of trade are, was so kind as to give me unrestrained access to them for the benefit of this work.—Lord Auckland and Lord Charles Spencer, the post-masters-general, were so good as to grant me access to such accounts of their office as might be illustrative of the commerce of the country : and Mr. Church, in whose department those accounts are, most obligingly gave me every information and accommodation.—The directors of the East-India company liberally permitted me to obtain from their offices such articles of information as were proper to be made public in a work entirely devoted to the purpose of conveying commercial information : and Mr. Wissett, the chief clerk to the Committee of warehouses, whose office contains the greatest part of the accounts useful for my work, gave the most obliging attention to my inquiries.—The accounts illustrative of the affairs of the Bank of England are chiefly taken from the official papers prepared for the inspection of parliament.—Much useful matter has been procur-

ed from offices in various parts of the British empire by the applications of friends, and by my own correspondence. And much has been obtained from the communications of respectable merchants and other gentlemen unconnected with office, by personal application and by correspondence with various parts of Great Britain and foreign countries. Of the friends who thus contributed their assistance, there are some who do not chuse that their names should be made public, and others whose favours have been acknowledged in notes in the proper places : but the persevering kindness and attention of my worthy friend, Mr. Ellis, late member of parliament for Seaford, and well known in the literary world by his *Specimens of the early English poets*, which I could not acknowlege upon any *one* occasion, particularly deserve my warm and lasting gratitude. And my acknowledgements are due to my good friends, Messieurs George and William Nicol, booksellers to his Majesty, for procuring me permission to consult some of the books of the royal library, not elsewhere attainable, and for many other kind attentions to me and my work.

I have now laid before the reader a brief account of the nature and plan of a work, to which I have devoted the assiduous labours of a considerable portion of my life. The accounts and facts contained in it present to the philosophical and speculative politician the surest basis for calculations in political arithmetic, and the surest precedents for commercial arrangements : and, as they are given merely in their due order, whether they may be found favourable or unfavourable to any particular doctrines or opinions upon national or commercial policy, they can never mislead. And here I may be permitted to observe, that, though I possessed the greatest elegance of style, to which I make no pretension, the nature of the work presents but few opportunities, of which our most brilliant writers could avail themselves to display the captivating graces of

their composition. If I have merely put proper words in proper places, I seek for no further embellishments, content with the humble praise, if it shall be allowed me, of having given the compressed commercial substance of many thousands of books, official papers, and accounts, and having collected a great thesaurus of *solid materials*, out of which a more skilful architect may, with comparative ease, erect a very magnificent edifice. The labour and attention bestowed in collecting and arranging these materials may, perhaps, justify me in hoping that they may be referred to and confidently quoted by succeeding writers, and be thought not unworthy the attention of the merchant, the philosopher, or the legislator, who may desire to possess more authentic and comprehensive information of the revolutions of commerce, and particularly of the vast increase of the British commerce in the very important period of the present reign, than has ever been presented to the Public with any degree of fullness. And I think, I may justly claim for my work the honourable distinction of being, not the melancholy record of human crimes and calamities, as most other historical works are, but the animating *register of human industry and ingenuity*. That the work is not so perfect as I wished, I am very ready to acknowledge. But, if no man shall undertake any work, till he *infallibly* obtains the means of rendering it perfect, very few indeed will be undertaken. Such as it is, I now submit it, with a respectful solicitude, to the candour of the impartial Public.

It may perhaps not be improper, in order to obviate any misconception, which might possibly proceed from an erroneous advertisement printed on the cover of a magazine, to declare that I have had no associate or assistant in this work, unless the late Mr. Anderson may be considered as such. It is, indeed, a most extraordinary circumstance, that a work, which has cost me the labour of many years to render it a repository of authentic facts, should, in some degree, be ushered into the world with such a wide aberration from veracity.

CORRECTIONS.

IN THE FIRST VOLUME.

- p. 57 l. 33 *for* Glaucu . . . *read* Glaucus
 72 l. 23 *for* years . . . *read* ages
 87 On examining the *Arenarius* of Archimedes, I
 am inclined to believe, with Gassendi, that
 Plutarch is erroneous, and that Aristarchus was
 the philosopher who knew the true system
 of the universe. Therefor
 for Cleanthes . . . *read* Aristarchus
 and for Aristarchus . . . *read* Cleanthes
 122 note § *for* plenty . . . *read* plentiful
 137 l. 9. *for* Ireland . . . *read* IRELAND
 138 note* *for* plenty . . . *read* common
 222 l. 27 *for* is is . . . *read* is
 257 note, l. 7 *after* see above p. *add* 159
 297 l. 23 *for* numbers . . . *read* number
 318 at the end of note † *add* and indeed we know that
 it was navigable, under the name of the Fols, at
 least as early as the reign of Edward the Con-
 feffor. See above p. 296
 340 l. 7 *for* 1272 . . . *read* 1172
 368 l. 21 *for* God's . . . *read* God's
 436 note* l. 10 *for* kind . . . *read* bina
 438 l. 28 *for* up . . . *read* us
 484 is erroneously numbered
 597 l. 4. *for* 800 . . . *read* 80
 601 l. 28 *for* cloths . . . *read* cloth
 634 l. 34 *for* casual . . . *read* casual
 687 headline *for* 1071 . . . *read* 1471

IN THE SECOND VOLUME.

- p. 10 l. 23 *for* 1476 . . . *read* 1496
 35 notes, col. 2 *for* plenty . . . *read* plentiful
 55 l. 13 *for* 1552 . . . *read* 1522
 287 l. 1 *for* gum, fenegal, . . . *read* gum fenegal,
 485 l. 12 *for* navigate . . . *read* navigated
 488 l. 20 *for* night's . . . *read* knight's
 713 l. 24 *for* reduce . . . *read* reduced
 719 note † col. 2 *for* 271 . . . *read* 286½

IN THE THIRD VOLUME.

- p. 53 l. 24 *for* 1727 . . . *read* 1717
 100 headline *for* 1714 . . . *read* 1720
 254 l. 23 *for* Ballalore . . . *read* Ballafore
 307 l. 1 *for* eight . . . *read* seven
 311 l. 25 *before* Provisions . . . *insert* 1759—
 312 headline *for* 1758 . . . *read* 1759
 314 note l. 2 *for* ever . . . *read* even
 322 and 341 are wrong numbered
 344 l. 4 *for* generally . . . *read* frequently
 391 note * l. 9 *before* found . . . *read* is
 515 l. 8 *after* century . . . *insert* to the year 1760
 538 l. 13 *for* two fifths . . . *read* three fifths
 678 l. 3 *for* plentier . . . *read* more plentiful

IN THE FOURTH VOLUME, APP^x N^o IV.

- In the account of the town of Cheptow, *for* British
 read Bristol Channel

Some types have fallen out of their places in printing off the sheets; but it is not necessary to notice such minute errata.

APPENDIX.

APPENDIX, No I. *The chronology of the principal sovereigns of*

	ENGLAND.	SCOTLAND.	GERMANY.	FRANCE.	SPAIN.	PORTUGAL.
9	800 Egbert, generally called the first monarch.	843 Kenneth, reckoned the first monarch.	800 first emperor, Charlemagne k. of France.		Spain, including Portugal, was conquered from the Romans by the Goths and other northern nations. In the eighth century the Saracens, or Moors, from Africa got possession of the best part of it: and under their dominion it flourished for several ages in learning, in arms, arts, manufactures, and commerce, beyond any other country in Europe. The Moorish monarchy was afterwards split into many petty kingdoms, which were, one after another, reduced by the Christians, who had retired to the northern mountains of Asturia, Biscay, &c.	
	836 Ethelwulf	860 Donald	814 Louis	841 Charles II		
	858 Ethelbald	864 Constantine	840 Lothare	878 Louis II		
	860 Ethelbert	882 Eth	855 Louis II	880 Louis III		
	866 Ethelred	883 Greg	875 Charles the Bald	880 Louis & Caroloman		
10	872 Alfred		877 Louis III	Charles the Fat	About the end of the fifteenth century Ferdinand king of Aragon, by the marriage of Isabella queen of Castile and Leon, and the conquest of Granada from the Moors, united all the territories now known under the name of Spain, and was, properly speaking, the first king of that country. He died in 1516.	
		8 4 Donald	877			
			899 Arnulph	890 Odo		
	900 Edward	904 Constantine		900 Charles the Simple		
	925 Athelstan	944 Malcolm	902 Louis IV	926 Rudolph		
11	941 Edmund	953 Indulf	911 Conrad I	929 Louis IV	In the history of Portugal nothing very memorable or important occurs before the reign of John I	
	946 Edred	961 Duff (or Odo)	919 Henry I			
	955 Edwic	965 Culen	936 Otto I	956 Lothare		
	957 Edgar	970 Kenneth				
	975 Edward	992 Constantine	973 Otto II	986 Louis V		
12	978 Ethelred	993 Kenneth Grim	984 Otto III	988 Hugh Capet		
		1001 Malcolm	1001 Henry II	997 Robert	1383 John I	
	1016 Edmund Ironside	1031 Duncan	1024 Conrad II			
	1017 Cnut, k. of Denm.	1037 Macbeth	1037 Henry III	1031 Henry I		
	1036 Harold	1055 Lulach		1060 Philip I		
13	1039 Hardacnut	1056 Malcolm Kenneth	1056 Henry IV			
	1042 Edward Confessor	1093 Donald			1433 Edward 1438 Alphonso V	
	1066 Harold	1097 Duncan				
	1066 William I					
	1086 William II					
14	1100 Henry I					
		1107 Alexander I	1107 Henry V	1109 Louis VI	1481 John II 1495 Emanuel 1521 John III	
	1135 Stephen	1124 David I	1125 Lothare	1137 Louis VII		
	1154 Henry II	1153 Malcolm IV	1139 Conrad III	1180 Philip II		
	1189 Richard I	1165 William	1152 Frederic Barbarossa			
15						
	1199 John	1214 Alexander II	1191 Henry VI	1223 Louis VIII	1516 Charles I (emperor of Germany.)	
	1216 Henry III	1249 Alexander III	1209 Otto IV	1226 Louis IX		
			1220 Frederic II	1270 Philip III		
	1272 Edward I	1280 Margaret	1250 Conrad IV	1285 Philip IV		
16		1292 John de Balliol	1273 Rudolph			
	1307 Edward II	1306 Robert de Brus	1292 Adolph	1313 Louis X	1556 Philip II	
	1326 Edward III	1329 David II	1298 Albert I	1314 Philip V		
			1308 Henry VII	1320 Charles IV		
	1377 Richard II	1371 Robert Stewart	1314 Louis V	1327 Philip VI		
17	1399 Henry IV	1390 Robert III	1346 Charles IV	1349 John		
			1376 Wenceslaus	1363 Charles V	1598 Philip III	
	1412 Henry V	1406 James I	1400 Rupert	1380 Charles VI		
	1422 Henry VI	1437 James II	1411 Sigismund	1422 Charles VII		
			1438 Albert II			
18	1460 Edward IV	1460 James III	1440 Frederic III	1460 Louis XI		
	1483 Edward V	1488 James IV	1493 Maximilian I	1483 Charles VIII	1621 Philip IV	
	1483 Richard III			1497 Louis XII		
	1485 Henry VII	1513 James V	1519 Charles V (k. of Spain)	1514 Francis I		
	1509 Henry VIII					
19		1542 Mary				
	1547 Edward VI	James VI	1558 Ferdinand	1546 Henry II	1640 John IV 1656 Alphonso VI 1683 Pedro	
	1557 Mary		1564 Maximilian II	1559 Francis II		
	1558 Elizabeth		1576 Rudolph II	1560 Charles IX		
				1574 Henry III		
20				1589 Henry IV		
	1603	James I (and VI of Scotland.)	1611 Mathias	1610 Louis XIII	1700 Philip V	
	1625	Charles I	1618 Ferdinand II			
	1649	Charles II	1636 Ferdinand III	1643 Louis XIV		
	1685	James II	1656 Leopold I			
21	1688	William and Mary				
					1746 Ferdinand VI	
	1702	Anne	1705 Joseph I			
	1714	George I	1711 Charles VI	1715 Louis XV		
	1727	George II				
22			1740 Charles VII			
			1745 Francis		1759 Charles III 1788 Charles IV	
			1765 Joseph II			
			1790 Leopold II	1774 Louis XVI		
	1760	George III	1792 Francis II	1793 France became a republic.		

DENMARK.	NORWAY.	SWEDEN.	RUSSIA.	POLAND.	EASTERN EMPIRE.
<i>The early chronology of these northern kingdoms is very obscure, and is moreover of no consequence in commercial history.</i>					802 Nicephorus I 811 Stauracius 811 Michael I 813 Leo V 820 Michael II 829 Theophilus 842 Michael III 867 Basil I 886 Leo VI 911 Alexander 919 Romanus I 943 Constantine VII 959 Romanus II 963 Nicephorus II 969 John Zimisces 976 Basil II 1002 Constantine IX 1028 Romanus III 1034 Michael IV 1041 Michael V 1042 Constantine X 1054 Theodora 1056 Michael VI 1057 Isaac I Comnenus 1059 Constantine XI 1067 Romanus III 1071 Michael VII, &c. 1078 Nicephorus III 1081 Alexius I Comnenus 1118 John 1143 Manuel 1181 Alexius II 1183 Andronicus I 1185 Isaac II 1195 Alexius III Angelus 1204 Baldwin I 1206 Henry 1217 Peter of Courtenay 1221 Robert 1228 Baldwin II 1261 Michael Palæologus 1282 Andronicus the elder 1332 Andronicus the younger 1341 John Palæologus
<i>The Danish history is very uncertain till the reign of Swein, who invaded England.</i>	<i>The first king of Norway was</i> Harold Harfagr Eric Blodox Hakon I Harold II Olaf I 1014 Olaf II 1035 Magnus I 1047 Harold II 1067 Olaf III 1093 Magnus II	<i>The chronology of Sweden may be said to begin with</i> 1103 Eric IX 1162 Charles VII 1168 Cnute 1192 Swetcher III 1210 Eric X 1220 John 1223 Eric XI 1250 Waldemar 1279 Magnus I 1290 Birger II 1319 Magnus II 1354 Albert	<i>Russia was subject to the Tatars (or Tartars) from the year 1237 to 1486, when it was delivered from their yoke by</i> 1450 Iwan Basilowitz 1506 Basil IV 1534 Iwan IV 1584 Theodore I 1598 Boris 1606 Basil Schuis 1610 Michael 1645 Alexis 1676 Theodore II 1682 Peter I 1725 Catharine I 1727 Peter II 1730 Anne 1741 Iwan V 1741 Elizabeth 1762 Peter III 1762 Catharine II 1766 Paul	<i>The first who had the title of king in Poland was</i> 999 Boleslaus 1025 Micislaus 1041 Casimir I 1058 Boleslaus II 1082 Uladislaus I 1103 Boleslaus III 1139 Uladislaus II 1146 Boleslaus IV 1174 Micislaus III 1178 Casimir II 1194 Lescus V 1226 Boleslaus V 1279 Lescus VI 1291 Premislaus 1292 Uladislaus III 1333 Casimir III 1370 Louis 1386 Uladislaus IV 1434 Uladislaus V 1445 Casimir IV 1492 John Albert 1500 Alexander 1506 Sigismund 1548 Sigismund Augustus 1574 Henry 1575 Stephen 1587 Sigismund III (of Sweden.) 1632 Uladislaus V 1647 Casimir V 1670 Michael 1673 Sobieski 1697 Frederick August. 1704 Stanislaus 1733 Frederick III 1764 Stanislaus II 1795 Poland was divided between Austria, Russia, and Prussia.	802 Nicephorus I 811 Stauracius 811 Michael I 813 Leo V 820 Michael II 829 Theophilus 842 Michael III 867 Basil I 886 Leo VI 911 Alexander 919 Romanus I 943 Constantine VII 959 Romanus II 963 Nicephorus II 969 John Zimisces 976 Basil II 1002 Constantine IX 1028 Romanus III 1034 Michael IV 1041 Michael V 1042 Constantine X 1054 Theodora 1056 Michael VI 1057 Isaac I Comnenus 1059 Constantine XI 1067 Romanus III 1071 Michael VII, &c. 1078 Nicephorus III 1081 Alexius I Comnenus 1118 John 1143 Manuel 1181 Alexius II 1183 Andronicus I 1185 Isaac II 1195 Alexius III Angelus 1204 Baldwin I 1206 Henry 1217 Peter of Courtenay 1221 Robert 1228 Baldwin II 1261 Michael Palæologus 1282 Andronicus the elder 1332 Andronicus the younger 1341 John Palæologus 1391 Manuel 1425 John Palæologus II 1448 Constantine <u>Ottoman emperors.</u> 1401 Mohamet II 1481 Bajazet II 1512 Selim 1520 Solyman II 1566 Selim II 1574 Amurath III 1585 Mohamet III 1603 Achmet 1617 Mustapha 1618 Othman II 1630 Amurath IV 1640 Ibrahim 1649 Mohamet IV 1687 Solyman III 1691 Achmet II 1695 Mustapha II 1703 Achmet III 1730 Mohamet V 1754 Othman III 1757 Mustapha III 1771 Abdul Achmet 1782 Selim III
1015 Cnute (k. of Eng land.) 1036 Hardacnute 1042 Magnus 1048 Swein II 1074 Harold 1080 Cnute 1086 Olaf 1097 Eric III 1106 Nicolas 1135 Eric IV 1139 Eric V 1147 Swein III 1157 Waldemar 1182 Cnute 1203 Waldemar II 1241 Eric VI 1250 Abel 1252 Christopher 1259 Eric VII 1286 Eric VIII 1320 Christopher II 1340 Waldemar III 1376 Olaf 1387 Margaret 1412 Eric IX 1439 Christopher III 1448 Christiern I 1481 John 1513 Christiern II 1523 Frederick I 1533 Christiern III 1559 Frederick II 1588 Christiern IV 1648 Frederick III 1670 Christiern V 1699 Frederick IV 1730 Christiern VI 1746 Frederick V 1766 Christiern VII	1103 Sigurd 1130 Magnus III 1135 Harold IV 1136 Sigurd, Ingi, Eystein 1161 Hakon II 1162 Magnus IV 1177 Swerir 1202 Hakon III 1204 Guthorm 1205 Ingi II 1217 Hakon IV 1263 Magnus V 1280 Eric II 1299 Hakon V 1319 Magnus VI 1374 Hakon VI 1381 Olaf IV (k. of Denm.)	1150 Eric IX 1162 Charles VII 1168 Cnute 1192 Swetcher III 1210 Eric X 1220 John 1223 Eric XI 1250 Waldemar 1279 Magnus I 1290 Birger II 1319 Magnus II 1354 Albert	<i>Russia was subject to the Tatars (or Tartars) from the year 1237 to 1486, when it was delivered from their yoke by</i> 1450 Iwan Basilowitz 1506 Basil IV 1534 Iwan IV 1584 Theodore I 1598 Boris 1606 Basil Schuis 1610 Michael 1645 Alexis 1676 Theodore II 1682 Peter I 1725 Catharine I 1727 Peter II 1730 Anne 1741 Iwan V 1741 Elizabeth 1762 Peter III 1762 Catharine II 1766 Paul	<i>The first who had the title of king in Poland was</i> 999 Boleslaus 1025 Micislaus 1041 Casimir I 1058 Boleslaus II 1082 Uladislaus I 1103 Boleslaus III 1139 Uladislaus II 1146 Boleslaus IV 1174 Micislaus III 1178 Casimir II 1194 Lescus V 1226 Boleslaus V 1279 Lescus VI 1291 Premislaus 1292 Uladislaus III 1333 Casimir III 1370 Louis 1386 Uladislaus IV 1434 Uladislaus V 1445 Casimir IV 1492 John Albert 1500 Alexander 1506 Sigismund 1548 Sigismund Augustus 1574 Henry 1575 Stephen 1587 Sigismund III (of Sweden.) 1632 Uladislaus V 1647 Casimir V 1670 Michael 1673 Sobieski 1697 Frederick August. 1704 Stanislaus 1733 Frederick III 1764 Stanislaus II 1795 Poland was divided between Austria, Russia, and Prussia.	802 Nicephorus I 811 Stauracius 811 Michael I 813 Leo V 820 Michael II 829 Theophilus 842 Michael III 867 Basil I 886 Leo VI 911 Alexander 919 Romanus I 943 Constantine VII 959 Romanus II 963 Nicephorus II 969 John Zimisces 976 Basil II 1002 Constantine IX 1028 Romanus III 1034 Michael IV 1041 Michael V 1042 Constantine X 1054 Theodora 1056 Michael VI 1057 Isaac I Comnenus 1059 Constantine XI 1067 Romanus III 1071 Michael VII, &c. 1078 Nicephorus III 1081 Alexius I Comnenus 1118 John 1143 Manuel 1181 Alexius II 1183 Andronicus I 1185 Isaac II 1195 Alexius III Angelus 1204 Baldwin I 1206 Henry 1217 Peter of Courtenay 1221 Robert 1228 Baldwin II 1261 Michael Palæologus 1282 Andronicus the elder 1332 Andronicus the younger 1341 John Palæologus 1391 Manuel 1425 John Palæologus II 1448 Constantine <u>Ottoman emperors.</u> 1401 Mohamet II 1481 Bajazet II 1512 Selim 1520 Solyman II 1566 Selim II 1574 Amurath III 1585 Mohamet III 1603 Achmet 1617 Mustapha 1618 Othman II 1630 Amurath IV 1640 Ibrahim 1649 Mohamet IV 1687 Solyman III 1691 Achmet II 1695 Mustapha II 1703 Achmet III 1730 Mohamet V 1754 Othman III 1757 Mustapha III 1771 Abdul Achmet 1782 Selim III

A TABLE showing at one view, how many pounds, shillings, and pennies, have been coined out of a pound of silver at different times in

Whatever the division of money may have been in England in the Anglo-Saxon times, there is no doubt that it has been the same ever since the reign of William the Conqueror as at present, viz. twelve pennies in a shilling, which never was a real coin till the year 1504, and twenty shillings in a pound, which, though not a real coin, was a real pound, containing twelve ounces of standard silver, till the reign of Edward I, from which period the weight of the nominal pound has gradually been diminished, till it is now about one third of what it originally was.

IN ENGLAND.

		Fine silver.		Alloy.		£. s. d.		
		oz.	dwt.	oz.	dwt.			
Before A.D. 1300 a pound of } standard silver contained * }		11	2	0	18	1	0	0
1300	28 Edw. I	11	2	0	18	1	0	3
1344	18 Edw. III	11	2	0	18	1	2	2
1346	20 Edw. III	11	2	0	18	1	2	6
1353	27 Edw. III	11	2	0	18	1	5	0
1412	13 Hen. IV	11	2	0	18	1	10	0
1464	4 Edw. IV	11	2	0	18	1	17	6
1527	18 Hen. VIII	11	2	0	18	2	5	0
1543	34 Hen. VIII	10	0	2	0	2	8	0
1545	36 Hen. VIII	6	0	6	0	2	8	0
1546	37 Hen. VIII	4	0	8	0	2	8	0
1549	3 Edw. VI	6	0	6	0	3	12	0
1551†	5 Edw. VI	3	0	9	0	3	12	0
1551, end of, } 1552 }	6 Edw. VI	11	1	0	19	3	0	0
1553	1 Mary	11	0	1	0	3	0	0
1560	2 Eliz.	11	2	0	18	3	0	0
1601	43 Eliz.	11	2	0	18	3	2	0

and so the money continues to this present time.

N. B. These rates of English money are taken by Mr. Folkes from the indentures made with the masters of the mint, and consequently may be depended on as authentic.

* During the reign of Stephen almost every baron assumed the prerogative of coining, and there was of course much bad money, and much confusion in money transactions, till Henry II coined a sufficient quantity of good money, and prohibited the circulation of the bad.

† In this lowest depretiation of the English mo-

ney the value of the nominal pound sterling was only $4/7\frac{1}{4}$ of modern money. The money was at this time in such a state of confusion and fluctuation that the sellers scarcely ever knew what value they were to receive for their goods. Some entries respecting the money about this time in King Edward's Journal are unintelligible.

A N N A L S
OF
C O M M E R C E.

A. D. 1783.

THE first event demanding our attention in the year 1783 was a most auspicious and important one, the conclusion of the preliminary articles of peace, which was accomplished on the 20th day of January at Paris by Mr. Fitzherbert with the comte de Vergennes for France, and with the conde de Aranda for Spain. The Dutch, as they were the last in getting into the war, were now as backward in getting out of it: they demanded advantages which could not be granted, and even set up a claim of indemnification for the losses they had sustained. In consequence of such inadmissible pretensions, no preliminary treaty was concluded with them: but they were comprehended in the agreement for an immediate general cessation of hostilities: so that they were in fact at peace, though they seemed unwilling to acknowledge it.

It was stipulated in the preliminary treaty, that all prizes, which should be taken in the Channel or the North sea within twelve days, in the Mediterranean or in the Ocean as far as the Canary islands within one month, beyond the Canaries as far as the Equinoctial line in two months, and in all more remote parts of the world in five months, should be freely restored.

Though the adjustment of the jarring and intricate interests of so many powers, as were engaged in this war, protracted the negotiations for the peace till the month of September, yet, as the ground-work of it was now concerted, and as all the parties henceforth acted in all respects as if the peace were definitively settled, I think it will scarcely be consider-

ed as an anticipation to give at once a brief abridgement of the treaties in this place.

By the treaty with France

Article 4) Great Britain was maintained in the possession of Newfoundland and the adjacent islands, agreeable to the thirteenth article of the treaty of Utrecht, except those of St. Pierre and Miquelon, which were fully ceded to France.

5) In order to prevent the disputes inevitable in a concurrent fishery, it was agreed, that the French should enjoy the fishery on the coast of Newfoundland from Cape St. John in 50° north latitude to the north point of the island, and thence along the west side to Cape Raye, which is the south-west corner of it.

6) The French were also to enjoy the fishery in the Gulf of St. Lawrence, as agreed on in the fifth article of the treaty of Paris in 1763.

7) In the West-Indies Great Britain restored to France the island of St. Lucia, and ceded the island of Tobago, stipulating that the protestant inhabitants of those islands should not be molested on account of their worship, and that all British subjects should retain their possessions, upon the same titles and conditions by which they had acquired them, or have liberty, within eighteen months after the ratification of the definitive treaty, to sell their estates (but only to French subjects) and remove from the islands, without any restraint upon their persons or property, unless on account of debt or criminal prosecutions. For the greater security of the inhabitants of Tobago the king of France agreed to abolish the *droit d'aubaine* in that island*.

8) France restored to Great Britain the islands of Grenada, and the Grenadines, St. Vincent, Dominica, St. Christophers, Nevis, and Mont-

* In the preliminary treaty there was no stipulation for the abolition of the *droit d'aubaine* in behalf of the British inhabitants: and the neglect of it produced no small consternation among such of the proprietors of that island as were then in Britain, and the mortgagees, who had lent above half a million of money on the security of estates in it: for, by the laws of France, the effects of all persons, not subjects, dying in any of the French dominions, were seized for the use of the king by virtue of the *droit d'aubaine*, without paying the smallest regard to the rights of alien heirs or creditors. Those gentlemen being informed by the minister, that he could do nothing for them, next determined upon trying what could be done at the court of France, and requested of General Melville, lately the governor-general of the Ceded islands, of which Tobago was one, and Mr. Young (now Sir William Young) to undertake the solicitation of relief for them. It was a fortunate circumstance for them, that General Melville had been governor of the French island of

Guadaloupe and its dependencies when in our possession, and that his impartiality and benevolence to the French inhabitants on that occasion were so well known at the court of France as to have considerable influence in obtaining a very favourable answer to his application, whereby the *droit d'aubaine* was abolished in Tobago, as it was also by the same edict (dated in June 1783) in St. Lucia and French Guyenne. The king moreover gave a declaration, that all obligations contracted under the British laws should be held good, and that the courts of justice should be instructed to act accordingly; terms much more favourable than those granted to the French inhabitants of Grenada, &c. at the peace of 1763, and which, moreover, show, that a liberal and benevolent conduct to a conquered enemy is much truer policy than rigorous treatment and cruel confiscations. And thus it was that the abolition of the *droit d'aubaine* came to be inserted in the definitive treaty.

ferrat, with the same stipulations in favour of the French subjects settled in them, that were provided for the British subjects in St. Lucia and Tobago, by the preceding article.

9) On the coast of Africa Great Britain ceded to France the River Senegal, and its dependencies, with the forts of St. Louis, Podor, Galam, Arguin, and Portendic; and restored the island of Goree.

10, 11) And France guaranteed to Great Britain the possession of Fort James and the River Gambia, together with the enjoyment of the gum trade on the coast, extending from the River St. John to the Bay of Portendic, but without forming any permanent settlement; and it was agreed, that commissaries, appointed on both sides, should fix the boundaries of the two nations.

12) Both nations were to have equal liberty of resorting to the rest of the coast of Africa, as formerly.

13) In the East-Indies Great Britain restored to France all the settlements taken in the course of the war in Bengal, Bahar, and Orissa, with the liberty of surrounding Chandernagore with a ditch for carrying off the waters, and engaged to secure to the subjects of France, whether in a company or as individuals, a safe, free, and independent, trade on the coasts of Orissa, Coromandel, and Malabar, as it was carried on by the French East-India company.

14) Britain also restored to France Pondicherry and Karical, and engaged to secure the two districts of Velanour and Bahour to Pondicherry as an additional district, and also to Karical the four Magans bordering upon it.

15) Mahe and the factory at Surat were also restored to the French, with liberty to conduct their trade on that side of India, agreeable to the principles established in the thirteenth article.

16) It was agreed, that, if the allies in India of either power should refuse to accede to the pacification after receiving four months notice, they should thenceforth have no further assistance on either side.

17) The article in the treaty of Utrecht relating to Dunkirk was entirely given up.

18) It was agreed, that commissaries should be appointed on both sides for settling new arrangements of commerce between the two nations on the basis of reciprocity and mutual convenience, which should be concluded within two years after the 1st of January 1784.

There are six other articles, which relate to the time fixed for effecting the restitutions, the decision of disputable prizes, &c.

To the treaty each of the sovereigns subjoined a declaration, expressive of his sincere desire to prevent all misunderstandings respecting the Newfoundland fishery. The king of Great Britain engaged, that the French should meet with no interruption in the exercise of the temporary fishery granted to them, or in cutting wood for repairing their scaf-

folds, huts, and fishing vessels; that their scaffolds should not be injured during their absence in the winter; and that the fixed settlements made by British subjects should be removed from that part of the coast allotted to the French, who should not, however, be at liberty to pass the winter upon the island. Both kings agreed, that the mid channel between Newfoundland and the islands of St. Pierre and Miquelon should be the boundary of the fishery of the two nations in that part; and that those two islands should be used only as a shelter for the French fishermen. And the king of France engaged, that neither those islands nor the ditch of Chandernagore should ever give any cause of umbrage to the court of Great Britain. Both kings finally expressed their desire, that the commercial arrangements, to be adjusted according to the new state of affairs, should be conducted in the spirit of conciliation, and be productive of reciprocal accommodation and advantage, and that all the commercial privileges, provided to the subjects of either by former treaties, should be preserved, and augmented if possible.

By the treaty with Spain

Articles 4, 5) Great Britain ceded to Spain the island of Minorca and the province of West Florida and also East Florida, the British inhabitants being allowed eighteen months after the exchange of the ratification of the treaty to settle their affairs, and remove themselves and their effects, free of any restraint, unless on account of debts or criminal prosecutions; and, if that time should be found insufficient, the king of Spain promised to grant them a reasonable prolongation of it.

6) The right of cutting and shipping logwood, building houses and magazines (but no fortifications) together with a free fishery in the adjacent sea, was secured to the subjects of Great Britain on that part of the coast of the Bay of Honduras comprehended between the River Balize (or Wallis) on the south side, and the Rio Nuevo and the Rio Hondo on the north side, the sovereignty of the country still remaining to Spain. All the British settlers on every other part of the Spanish main, or the islands dependent upon it, were ordered to repair to the district allotted for them within eighteen months after the exchange of the ratifications, for which purpose the Spanish governors should be ordered to assist them with every possible convenience for their removal to the Bay of Honduras, or elsewhere.

7) Spain restored to Great Britain New Providence and the rest of the Bahama islands, the Spanish subjects having the same indulgence with respect to settling their affairs, which was stipulated for the British subjects in Minorca and Florida.

The ninth article contains the same words, which are in the eighteenth article of the treaty with France; after which follow three other articles for fixing the terms of restitution, &c. and declarations were

also added on both sides, expressive of the desire of the sovereigns to establish commerce on the most favourable footing for both nations.

By the treaty with the United States of America

Article 1) His Britannic Majesty acknowledged the United States, viz. New Hampshire, Massachusetts bay, Rhode island and Providence plantations, Connecticut, New-York, New-Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, to be free, sovereign, and independent, states; and relinquished all claims to the government, property, or territorial rights, of them.

2) The boundary was fixed to commence from the River St. Croix, and to proceed from the source of it*, by several positions, which will be much better understood by a glance upon the map of the United States than by verbal description, to the great lakes, through the middle of them, and west from them to the Lake of the Woods, whence the boundary joins the River Mississippi, and proceeds down the middle stream of it to 31° north latitude, whence it breaks off, in a line nearly east, to the head of the River St. Marys, and proceeds down that river to the Atlantic ocean, which forms the eastern boundary, comprehending all islands within twenty leagues of the coast, except those belonging to the province of Nova Scotia.

3) It was agreed, that the people of the United States should continue to enjoy unmolested the right to take fish of every kind on the Great bank, and on all the other banks, of Newfoundland, in the Gulf of St. Laurence, and all other parts of the sea, where they used to fish formerly; and also that they should have liberty to catch fish on those parts of the coast of Newfoundland used by British fishermen (but not to dry or cure them on that island) and also on the coasts of all other parts of the British dominions in America, with liberty to dry and cure fish in any of the unsettled bays, harbours, and creeks, of Nova Scotia, Magdalen islands, and Labrador, so long as the same remain unsettled, and no longer, except by permission of the inhabitants †.

4) It was agreed, that the creditors on either side should meet with no lawful impediment to the recovery of the full value in sterling money of all bona-fide debts.

5) It was agreed, that the Congress should earnestly recommend it to the legislatures of the different States to restore all property taken from individuals for their attachment to the cause of Great Britain, they re-

* Which of the several branches of this river was to be taken for the boundary, became a doubtful question, which required the appointment of commissaries on both sides to decide it. The Nile of Egypt is not the only river, which has puzzled people to say, where is its head?

† ' France did not intend, the American States should have a share of the Newfoundland fishery, which, it is said, coming to the knowledge of the American commissioners, they immediately, and

' without the knowledge of the French ministers, and contrary to orders from Congress, suddenly signed the provisional articles with our negotiator, who (ignorant of the above circumstance, although known to many at Paris) had explained that he was ready to sign on any terms, and readily gave up the Newfoundland fishery.' [Lord Sheffield's Observations on the commerce of America, p. 69, sixth ed.]

funding to the possessors of their estates the bona-fide price (where any may have been given) which they may have paid for such lands.

6) It was declared, that no further confiscations should be made, or prosecutions commenced against any person for the part taken by him in the war, and that those, who were in confinement on such charges, should be set at liberty.

7) The British forces were with all convenient speed to evacuate every post, place, and harbour, within the territories of the United states, without destroying or carrying off any property of the American inhabitants.

8) The navigation of the Mississippi, from its source to the Ocean, was declared to be free and open to the subjects of Great Britain and the citizens of the United states *.

Thus was a period put to the slaughters and the desolations of war: thus were the enemies of Great Britain gratified with the accomplishment of their desires, the dismemberment of the British empire: and thus was Britain relieved from the burthen of the greatest part of her American colonies.

The terms of the pacification were, as usual, censured in parliament by those, who were not admitted to have any hand in it, and defended by the ministry. The treatment of the loyalists of America, who were left to the generosity, or mercy, of the several states, and the abandonment of the Indians, hitherto accustomed to look up to Britain as the greatest power upon earth, were loudly execrated. The boundaries of the United states with the provinces of Quebec and Nova Scotia were said to be so settled, that the forts and passes, necessary for securing the fur trade, were unnecessarily given away. The navigation of the Mississippi, reserved to us by the treaty, was represented, as useless and abortive†. The cession of Florida, the restitution of St. Lucia, and, in short, every single article in favour of the other powers in any quarter of the globe, were severely reprehended; as if we had had it in our own power to recover all our losses in the war, and also to retain all our conquests. Dunkirk, that old bone of contention, was now represented as a port of the greatest consequence, capable of containing twenty or thirty ships of a formidable size, of destroying our commerce, of controlling England in the Channel, and of attacking her in the very mouth of the Thames.

In defence of the peace the ministers observed, that the loyalists might be rendered easy and comfortable without any waste of blood, and at a trifling expence, if they should not be received into the bosom

* The definitive treaties were signed at Paris on the 3^d of September.

† It must certainly be acknowledged, that, as neither Great Britain nor the United states possess

the mouth of the river, the passage of any vessel, belonging to either of them, to or from the sea must depend on the pleasure of the power, in whose dominions the entry of it lies.

of their own country. It was proper to avoid all harsh discussions with America, and to lay the foundations of an affection and unity, which would terminate in a grand commercial intercourse, and in a communication of mutual greatness and felicity, which might endure for ages to come. The retention of the forts in the back country would be attended with an enormous expense to no purpose, and would infallibly lay the foundation of new quarrels with America. It was alleged, that the whole province of Quebec was no object for the continuation of any war, much less such a one as we had been engaged in: the value of the goods imported from it was only about £50,000 a-year, while the government of it in six years had cost almost six millions. But the trade of the province was not given away: it was only divided in a manner advantageous to Britain. Rivalship would advance the spirit of commerce, which monopoly never can do*: and it must be remembered, that the fur of the beaver is vastly more valuable in the northern, than in the southern, parts of the country. It was alleged, that the exclusion of the Americans from the Newfoundland fishery must be an endless source of animosity and contention, and was in fact impossible to be accomplished. There are two seasons for the Newfoundland fishery. The first in February, which is less important, must be abandoned to the Americans; for no ships from Europe can be there so early†. And as to the second, and more important, fishery in May and June, it could not be refused to the Americans, who had formerly enjoyed it, without indicating the most rooted hostility to them; and for a liberty of so little importance to Great Britain, it would be most absurd to sacrifice all our hopes of the benefits to be derived from the friendship of America‡. As to the independence of America, which some had denied the power of parliament to alienate, it was observed, that nothing was given to the Americans by the treaty, but what they had already enjoyed for several years.

The cession of West Florida, already in the possession of Spain, and the resignation of East Florida, were justified by the necessity of affairs, and the apprehension of contests with America upon their account, if we retained them: and it was asserted, that they were fully compensated by the restoration of the Bahama islands.

* But the monopoly of one nation against another, if such may be called a monopoly, is very different from the monopoly of individuals or exclusive companies against a whole nation, of which they constitute but a minute part.

† But, granting that ships from Europe cannot be there in time, are not the people of Nova Scotia still nearer than those of the United States?

‡ Does not the same argument hold good for granting them every other privilege which they formerly enjoyed as British subjects? It is curious

to observe, how very oppositely the value of our foreign possessions and fisheries has been estimated according to the circumstances of the times. The great earl of Chatham had a very different opinion of the Newfoundland fishery, when he asserted, that the exclusive right to it was an object worthy of being contested by the extremities of war.—And the now-slighted province of Quebec was trumpeted forth as of the greatest value and importance in the preceding war.

It was affirmed, that the portion of the coast of Newfoundland, taken from the French by the treaty, was more valuable than the additional portion resigned to them on the west side; and that the fish are larger, more plentiful, and also more easily cured, on the coast marked out as the exclusive property of the British fishermen, than on the western coast, where the fogs are more prevalent. In the West-Indies the loss of Tobago was palliated by the consideration, that it was unhealthy; and the restoration of St. Lucia was well recompensed by the recovery of six sugar islands taken from us. Senegal and Goree were represented as exceedingly unhealthy, and as objects of little importance in respect of commerce*; and, as they previously belonged to the French, they had the best title to them. But the River Gambia being navigable for several hundred miles, and near the Gold coast, might lead to prospects of benefit: and the trade of all the rest of Africa was still open to Britain. The cessions to France in the East-Indies were vindicated by the situation of the British affairs in that part of the world, and still more by the distressed state of the East-India company's finances both at home and abroad, which peace alone could restore to any degree of prosperity. The mortifying conditions with respect to Dunkirk, imposed upon France by former treaties, were truly argued to be of no use, but to exasperate a neighbour against us: and it was described as a port of no consequence, incapable of receiving large ships, but extremely well adapted for carrying on the English and Irish trade to the Low countries, a branch of commerce of acknowledged great importance.

Such were the principal heads of the parliamentary censures and defences of the pacification.

At this time many people apprehended, that it would be impossible for Great Britain ever to recover from the distress brought upon her by the enormous accumulation of debt created by the war, and by the total privation of the American trade, which, it was supposed, would go entirely among the other nations of Europe, especially those who had been allied with America in the war†. Some went even so far as to forebode, that our commerce must soon be at an end, and consequently our maritime power be annihilated. But, from conjectures and melancholy apprehensions, let us turn our eyes to facts, the review of the past being the only rule given to man for judging of the future. 'In the course of former hostilities,' says Mr. Chalmers, in his judicious *Estimate of the comparative strength of Great Britain*, [p. 162, ed. 1794] 'we have seen our navigation and commerce pressed down to a certain point, whence both gradually rose, even before the return of peace removed the incumbent pressure. All this an accurate eye may per-

* For a very different account of Senegal in the year 1763, see *V. iii, p. 375*.

† We have already seen, that, even during the

heat of the war, American consumption was supplied by British manufactures.

‘ ceive amid the commercial distresses of the last war. There was an
 ‘ evident tendency in our traffic to rise in 1779, till the Spanish war
 ‘ imposed an additional burden. There was a similar tendency in 1780,
 ‘ till the Dutch war added in 1781 no inconsiderable weight. And the
 ‘ year 1781, accordingly, marks the lowest degree of depression, both
 ‘ of our navigation and our commerce, during the war of our colonies.
 ‘ But, with the same vigorous spirit, they both equally rose in 1782, as
 ‘ they had risen in former wars, to a superiority over our navigation
 ‘ and commerce during the year, wherein hostilities with France be-
 ‘ gan *.’

It is perhaps not saying too much to assert, that, of all the European powers concerned in the war, Great Britain suffered the least in the event of it, especially in a commercial view. France, the chief of the confederacy, and the actuating soul of the whole, was obliged to sacrifice, or at least suspend, her maritime commerce in order to man her navy, which, after all, never effected any thing very considerable, and, in a few months after signing the preliminary articles, to withhold payment of the bills drawn by her commissaries in America. The commerce of the United States, an object, which inspired the French merchants with the most sanguine hopes, was found immediately upon the trial to be delusive and ruinous to the adventurers †. And though, even after the conclusion of the war, there remained some vestige of French trade in America, it was very languid, and was soon totally extinguished ‡.

Spain, being scarcely to be regarded as a mercantile nation, need not be considered at all in a commercial view. What the effects may be of bringing the independent states of America to be the bordering neighbours of their own colonists, and of thereby setting the example of colonial independence close before their eyes, it is for the politicians of the most jealous mother-country in the world to consider.

The Dutch, by involving themselves in the war, threw up those advantages, which they might fairly have enjoyed as carriers of tolerated merchandize, and as factors, between the nations at war. Neither does it appear, that the commercial houses, they have established in various parts of America, have been very successful.

* These observations may be illustrated by the comparison of the annual tables of the imports and exports, shipping, &c. remembering that in such cases the effects are not instantaneous, and therefore frequently appear more conspicuous in the accounts of the next following years, than of those which produced them.

† See the account of the French trade to America by Raynal, a French writer. [*Hist. philos. et politique*, V. ix, p. 211, or above, V. iii, p. 591.]

I say nothing of the French revolution, the origin of which some people ascribe to the interference of France in the American war.

‡ The French traders, having neither the previous knowledge, nor the opportunities, requisite for assorting their cargoes, carried many articles which were unsuitable, the loss of which swallowed up any profits they made upon the proper articles of their trade.

The American states, along with their independence, gained the freedom of trade with all nations, from which, as dependent colonies, they had been in a great measure debarred. It was, however, questioned by some eminent political writers, immediately after the peace, whether they would find the benefits arising from their universal trade sufficient to counterbalance the loss of those advantages and immunities, which they abandoned, when by their independence they became foreigners in the ports of Great Britain, and were entirely excluded from those of the British colonies. But the territories of the United States are of such extent, and also so compact, and entirely free from the encumbrance of distant possessions; they are increasing so rapidly in population, productions, and resources, and are moreover favoured by Nature with such facilities for inland and foreign commercial navigation, that they will probably soon surmount every difficulty. At this time America exhibited to the admiring world the important and interesting spectacle of the first independent community of civilized people in the western hemisphere; of a confederacy of commonwealths rising into power and consequence, which in the nineteenth century may probably eclipse many of the old established kingdoms and empires of the ancient world.

The consequences, resulting to Great Britain from the independence of the American states, may with great truth be called *advantages*, however differently the exulting enemies, or the desponding friends, of this country may have prognosticated. A great and obvious advantage was the relief from the expense of governing and protecting them, and from the wars entered into on their account, the two last of which, besides the loss of lives, loaded this nation with above a hundred millions of additional debt, to say nothing of the still greater debt superadded by the late contest. Among the lesser advantages may be reckoned the relief from the payment of bounties, which had been very liberally granted for the encouragement of many articles of American cultivation, that can now be imported without taxing the people of this country for the benefit of the American planters. And a very important advantage was the recovery of the valuable trade of ship-building*, which had in a great measure been, very impolitically, sacrificed to the zeal for promoting the prosperity of the colonies, insomuch that, notwithstanding the very great inferiority of the greatest part of the Ame-

* During the war the ship-yards in every port of Britain were full of employment; and consequently new ship-yards were set up in places, where ships had never been built before. In the remote creeks of Wales vessels were built at from £6:10:0 to £7:10:0 per tun, which is from 10s to 30s lower than the price of building in the Thames; whereby the excellent timber of that country was brought into use, the people were employed, and

a valuable set of young men were encouraged to apply to a trade, on which Great Britain depends for opulence and power.

The same may be observed of many places of Scotland, where valuable forests of oak and fir had for a long succession of ages flourished and perished, neglected and unknown, which, by being converted into the hulls and spars of vessels, now became profitable to their proprietors and the public.

rican oak, a large proportion of the vessels belonging to the different ports of Great Britain were built in America*.

It is true, that Britain no longer possessed the *exclusive* trade with America, as it was secured by law. But the advantages of that trade, which were undoubtedly very considerable, had, through ignorance or prejudice, been most enormously exaggerated, when the rage for colonization was in its full force. It was then the creed of our political speculators, that every man exported to America was as valuable to this country as *two* men remaining at home. About sixty years ago some of them, still more sanguine and visionary, insisted, that the labour of one man in the plantations was worth as much to this country as that of *four* men at home: and, having estimated the population of the province of Virginia at 500,000 souls, of which 120,000 were said to be whites, they took it for granted, that every white man, woman, and child, in Virginia produced by the consumption of British produce and manufactures £12, or at a low valuation at least £10, a-year to this nation†; whence it followed, that the white people of that one colony were worth an annuity of at least £1,200,000 to Great Britain, besides about £150,000 for tools, &c. expended by the negroes. And, what crowned the whole, it was said to be impossible, that the trade of Ame-

* How far the British-built vessels had already superseded the American, will appear from the following

Comparative view of the shipping, employed in the foreign trade of Britain at the commencement, and at the end, of the late war, as they appear in the Registers of the underwriters at Lloyd's coffee-house, distinguishing the British from the American-built.

	Vessels,	measuring in tunnage.
By the Register of 1775, comprehending the shipping of the three preceding years, and of part of 1775, there were		
British-built - - - - -	3,908	605,545
American-built - - - - -	2,311	373,618
	<hr/> 6,219	<hr/> 979,263
By the Register of 1783, comprehending the shipping of that and the two preceding years, there were		
British-built - - - - -	3,848	708,346
American-built - - - - -	1,334	225,439
	<hr/> 5,182	<hr/> 933,785

Thus there appear to have been - - - - - 1,037 vessels, measuring 45,478 tuns, less, employed in the foreign trade of Britain at the conclusion of the war, than there were before the commencement of it. None of that deficiency was in the British shipping, which, though *nominally decreased* by 60 vessels, was in *reality increased* by 102,801 tuns; the tunnage, and not the number of vessels, being the real comparative measure of shipping: whereas the American shipping had fallen off 977 in number and 148,179 in tunnage. To compensate the deficiency of 45,478 tuns, it may be observed, that there were at this time about 1,000 vessels of private property employed by government as transports and in other branches of the public service; which, if we average them at only 100 tuns (and some of them measured above 500), would more than doubly make up the deficiency, when their discharge from the public service returned them to their proper employment in the service of commerce.

For this Comparative view and the other remarks I am indebted to the diligent research of Mr. Chalmers. [See his *Opinions on American independence*, p. 104.]

† Is the annual labour of four men in Britain worth only £10 or £12?

rica, which, it was (perhaps ignorantly) asserted, *took off at least one half of our manufactures* *, should ever fail us, or that it should not continue to become more and more advantageous. An easy answer to these flourishes of rhetoric is furnished by the custom-house books, and by more authentic enumerations of the people of Virginia. By the former we find, that the merchandize, exported to Virginia and Maryland together, never amounted to £300,000 in any year before 1749, and was under £200,000 so late as 1745 †; and about that time, it was very seldom that the exports to any other of the provinces equaled those to Virginia and Maryland. Now, if we take the exports to Virginia only so high as £200,000, and divide that sum by 120,000, the assumed number of white people, we shall find the consumpt of each of them to be only £1:13:4, reckoning nothing for the negroes; and to that amount, and no further (supposing the calculation not over-rated) each of those inhabitants of Virginia encouraged the productive industry of the inhabitants of Great Britain. The number of the people of Virginia in 1750 was reckoned to be 254,545 of all ages and colours; and even in the year 1782 they were estimated by the congress at only 400,000, though that number was apparently under the truth. So the importance ascribed to Virginia on account of its population must be reduced to about one half, and on account of the consumption of the individuals to one sixth. Great Britain, to be sure, enjoyed other advantages from the monopolized importation of the tobacco of Virginia, as also of the produce of the other colonies, especially the southern ones, in British vessels, and moreover by the remittances proceeding from the circuitous trade of the northern ones. But all these, rating them at the highest possible estimate, could never make the average value to this country of the labour of an individual in America equal to the average value of the labour of *one* man at home ‡.

* The decennial averages, struck by Lord Sheffield, show, that the exports from England to all the provinces, which now compose the United States, between the years 1740 and 1750 were only about £812,647 a-year. In those years the trade of Scotland to America was not near so great as it became before the revolution. But the exports to all North America, when at the highest, suppose the goods had cost nothing, and the amount had been all clear profit, were never equal to *two per cent* upon the capital of the debt incurred by the wars of 1739 and 1755, which were undertaken on account of America.

† The goods exported to those provinces were mostly of kinds not likely to be under-entered at the custom-house by the exporters.

‡ Had America been settled by any other nation, it is more than probable that Great Britain had been more populous and powerful; that her taxes had been much lighter, and her debt much

less. Had the emigrants been retained at home, whose progeny now (1784) form a people of nearly two millions, in a climate no ways superior, and in most parts inferior, to that of Britain and Ireland: had the lands at home, which still continue waste, been given them on condition of cultivation, and bounties been added to encourage new products of agriculture; had they been planted on the banks of our rivers and our bays with a view to fisheries; they would have increased the people, and augmented the opulence, of Great Britain, in the same proportion as the colonists have for many years formed a balance to our population, and to our power. Nothing can be more impolitic, at least in a commercial nation, than a fondness for foreign dominions, and a propensity to encourage distant colonization, rather than to promote domestic industry and population at home. The internal trade of Great Britain is much greater than its external commerce.

The

It was said, and pretty generally believed to be strictly true, that Great Britain possessed the whole of the American trade before the revolt, with the exception of a few branches, wherein the Americans were favoured with a limited indulgence. But the prohibitions of laws enacted at the distance of four thousand miles, with the vigilance (not very strictly exerted) of a few revenue officers, were but poor securities for the monopoly of a trade, spread over a coast, so very extensive, and so peculiarly favourable to the operations of smuggling, if that may be called smuggling, in which there is little or no concealment. Nothing is more certain, than that monopolies are never enjoyed in their full extent; and that the advantages to the monopolizers are never equivalent to the disadvantages imposed upon those, who are restrained by them from their free agency; among which disadvantages the anxiety and discontent arising from a prohibition of following the calls of inclination or interest, according to the adventurer's own ideas of them, ought not to be omitted. It is well known, that before the war the Americans carried a considerable proportion of their trade to other nations, contrary to law, and often, it may be presumed, merely for the pleasure of infringing the restrictive laws. Now they are at liberty to deal with other nations, or with Britain; and for that reason alone some of them will chuse to deal with Britain, while the more powerful motive of interest directs the great bulk of the trade into that channel, in which it can be most profitably conducted. In a word, experience has fully shown, that there was no real cause to apprehend any decay of the British commerce in consequence of the new order of things in America*: and moreover, what must effectually silence all controversy upon the subject, the official accounts of the custom-house (which may at least in a comparative view be deemed infallible evidence) demonstrate, that there has been a greater and more rapid increase in the general commerce of Great Britain, and especially of the commerce with America, since the æra of American independence than ever there was in any preceding period.

After the peace was concluded upon in Europe, the Turks islands in

'The best customers of the manufacturers of Britain are the people of Britain. Every emigrant consequently, from being the best customer, becomes the worst; and from being a soldier or sailor, who may be brought forward on the day of danger, ceases to be of any service to the state in any shape. Let considerations of advantage and protection hereafter go hand in hand together. In most cases the expense of protection and civil government is much greater than the prevention of competition is worth; a prevention which is very seldom complete. The superior state of British manufactures in general does not

'require other means of monopoly than what their superiority and cheapness will give. If we have not purchased our experience sufficiently dear, let us derive a lesson of wisdom from the misfortunes of other nations, who, like us, pursued the phantom of foreign conquest and distant colonization, and who, in the end, found themselves less populous, opulent, and powerful.' [*Lord Sheffield's Observations on the commerce of America*, p. 299, sixth ed.]

* The trade with America is conducted in a much safer and more regular manner now, than it was before the revolution.

the West-Indies were seized, fortified, and garrisoned, by French forces detached from St. Domingo (February.)

March 14th—The following acts of parliament were continued for limited times, viz.

The act for regulating the fees of custom-house officers in America, continued till 1st August 1786.

The act for allowing the exportation of wheat, &c. in limited quantities to the sugar colonies, St. Helena, and the other settlements of the East-India company, and of biscuit and peas to Newfoundland, Nova Scotia, &c. continued till 1st May 1784.

The act for allowing the exportation of tobacco-pipe clay to the sugar colonies in the West-Indies, continued till 24th June 1787.

The act for establishing reduced duties on the importation of the several species of ashes used in manufactures, continued till 31st May 1786. [23 *Geo. III*, c. 6.]

Rice, paddy, Indian corn, and the meal of it, were permitted to be imported free of duty, till 30th September 1783. [23 *Geo. III*, c. 9.]

The permission to import Italian organzined silk was prolonged till 25th March 1784. [23 *Geo. III*, c. 10.]

Some new regulations were enacted respecting the carriage of tobacco, in order to prevent smuggling. For the same reason currants were not allowed to be imported in packages of less than five hundredweight; nor wine to be imported in casks smaller than hogheads, the indulgence of admitting it, when for private use, having been found liable to be abused. The full duty was allowed to be drawn back upon all chocolate nuts exported. [23 *Geo. III*, c. 11.]

Neutral vessels, cleared out from foreign ports in Europe for the islands of St. Christophers, Nevis, Montserrat, Dominica, St. Vincent, Grenada, and the Grenadines, before the 1st of April 1783, were allowed to land their cargoes in those islands; and also to import the produce of those islands, and of Tobago and St. Lucia for a limited time upon payment of the British plantation duties. The goods imported from the islands, when possessed by the French, were also allowed to be taken out of the warehouses on paying British plantation duties. [23 *Geo. III*, c. 14.]

March 21st—The act [12 *Geo. III*, c. 72] for rendering the payment of creditors in Scotland more equal being in some respects insufficient, several new regulations were made for putting all the creditors on an equal footing, and preventing unjust preferences and accumulation of expense, and for operating a more speedy distribution of the estates of bankrupts. The section of that act relating to bills and promissory notes being found of great benefit in Scotland, that part of the act was made perpetual. [23 *Geo. III*, c. 18.]

The steady progressive increase of any branch of manufacture or commerce gives the best-founded hopes of its prosperity being permanent. The wellwishers to the busy swarms of people, whose well-directed industry enlivens and enriches the west riding of York-shire, may enjoy the pleasure of observing an increase, almost regularly progressive, in the following extract from the authentic annual accounts of the fruits of their persevering diligence in the manufacture of woollen cloths. In the year 1725 the broad cloths, made in this district, were by act of parliament subjected to examination and register: in 1738 the same regulation was extended to the narrow cloths: and after 1768 the number of yards was also registered, the cloths being of unequal lengths. The account commences with the year ending 25th March 1727, being the first whole year of the register, and proceeds at intervals of five years till the commencement of the present reign, whence it is continued annually.

Years ending March.	Pieces of cloth.		Years ending March.	Broad cloths, Pieces, containing yards.	Narrow cloths, Pieces, containing yards.
	broad.	narrow.			
1727	28,990		1769	92,522 2,771,667	87,762 2,144,019
1735	31,744 ¹		1770	93,075 2,717,105	85,376 2,255,625
1740	41,441	58,620	1771	92,782 2,966,224	89,920 2,235,625
1745	50,453	63,423	1772	112,370 3,223,913	95,539 2,377,517
1750	60,447 ¹	78,115	1773	120,245 3,635,612	89,874 ¹ 2,306,235
1755	57,125	76,295	1774	87,201 2,587,364	88,323 2,133,583
1760	49,362 ¹	69,573	1775	95,878 2,841,213	96,794 2,441,007
1761	48,944	75,468	1776	99,733 2,975,389	99,586 2,488,140
1762	48,621	72,946	1777	107,750 3,153,891	95,786 2,601,583
1763	48,038 ¹	72,096	1778	132,506 3,795,990	101,629 2,746,712
1764	54,916	79,458	1779	110,942 3,427,150	93,143 2,659,659
1765	54,660	77,419	1780	94,625 2,802,671	87,309 2,571,324
1766	72,575 ¹	78,893	1781	102,018 3,099,127	98,721 2,671,397
1767	102,428	78,819	1782	112,470 4,458,405	96,743 2,598,751
1768	90,036	74,480	1783	131,092 4,563,376	108,641 3,292,002

The quantity of the finer cloths, manufactured in the western parts of England, is not so well ascertained. But this view of the progress of one of the most considerable branches of the woollen manufacture, and the continuation of it, to be afterwards given, afford a very sufficient answer to those who say, that the manufacture is in a declining or ruinous condition. We see plainly, that it felt no interruption from the American non-importation agreement in 1765, and that the check occasioned by the American war was but temporary.

The following estimate of the annual produce and condition of the principal manufactures of Great Britain was published about this time, which I give as I find it, not knowing upon what principles it is founded.

Woollen	-	-	-	£16,800,000
Leather	-	-	-	10,500,000 declining.
Flax	-	-	-	1,750,000 rather declining.

Hemp	-	-	-	890,000	stationary.
Glaſs	-	-	-	630,000	rapidly increaſing.
Paper	-	-	-	780,000	increaſing.
Porcelain	-	-	-	1,000,000	rapidly increaſing.
Silk	-	-	-	3,350,000	increaſing.
Cotton	-	-	-	960,000	
Lead	-	-	-	1,650,000	stationary.
Tin	-	-	-	1,000,000	declining.
Iron	-	-	-	8,700,000	rapidly increaſing*.
Steel and plating, &c.	-	-	-	3,400,000	
				51,410,000	
Smaller manufactures,	-	-	-	5,250,000	
				56,660,000	

April 3^d—The American ſtates being now acknowleged ſovereign and independent, the king of Sweden entered into a treaty with them, to be in force for fifteen years, wherein each agreed to conſider the ſubjects of the other as the moſt favoured nation in commercial matters. In caſe of either of the parties being engaged in war, a free navigation was ſtipulated for the party remaining neutral, with the uſual exception as to contraband goods; wherein, however, it may be obſerved, that all kinds of materials for the conſtruction and equipment of ſhips (except arms, powder, and ball) are reckoned among free goods. This treaty, conſiſting of twenty-seven articles, beſides five ſeparate ones, was ſigned at Paris by the Swediſh ambaffador and Dr. Franklin on the 3^d of April.

Ruſſia about the ſame time, alſo entered into a commercial treaty with the United ſtates.

April 18th—The reſtoration of the Bahama iſlands to the Britiſh dominion was anticipated by Colonel Devaux, an American loyalift, who, being uninformed of the peace, collected a ſmall handful of irregular volunteers, with whoſe help he obliged the Spaniards, though far ſuperior in numbers, and ſtrongly fortified, to ſurrender the iſlands to him.

April 17th—For the encouragement of the linen and cotton manufactures, the following bounties were enacted to be paid, free of any fee or deduction whatſoever, upon exportation to Africa, America, Spain, Portugal, Gibraltar, or the Eaſt Indies, viz. for Britiſh and Iriſh buckrams, tilletings, and linens, and Britiſh calicoes, cottons, and cotton

* The author of the eſtimate might ſurely have ſtated the woollen as increaſing, and the cotton as increaſing with aſtoniſhing rapidity. It was alſo ſaid about this time, that an eſtimate, ſtating the

number of people employed in thoſe manufactures to be 5,250,000, was in the poſſeſſion of the duke of Portland. But his Grace has authorized me to ſay, that he never had any ſuch eſtimate.

mixed with linens printed, painted, stained, or dyed, in Great Britain, not less than 25 inches broad, if its value, independent of colour or figure, be under 5*d* per yard, one halfpenny; if 5*d* and under 6*d*, one penny; and if 6*d* and not exceeding 1/6, three halfpence; and to continue in force till 28th March 1784. [23 *Geo. III*, c. 21.]

To prevent every impediment to the immediate commencement of a commercial intercourse with the United states of America, the acts, which prohibited trade and intercourse with them, were all repealed. [23 *Geo. III*, c. 26.]

The claim of the people of Ireland to be governed only by their own laws was admitted by parliament in its fullest extent; and it was enacted, that no appeals from the courts in Ireland should henceforth be made to any court in this kingdom. [23 *Geo. III*, c. 28.]

May 6th—Twelve millions were raised for the public service by a loan, to which a lottery for the further sum of £480,000 was attached. For every £100 of the loan the subscribers received £100 in the three-per-cent consolidated fund, and £25 in the four-per-cent consolidated fund, together with a terminable annuity of 13/4 for seventy-seven years to be computed from 5th January 1782; and moreover four lottery tickets at £10 each for every £1,000 subscribed. [23 *Geo. III*, c. 35.]

The East-India company being in arrears to the public for duties, it became necessary to indemnify them for the default, and also to allow further time for the payments, and to authorize them to borrow £500,000 upon bonds, and to make a dividend at the rate of eight per cent per annum. [23 *Geo. III*, c. 36.]

May 12th—The new situation of the United states of America in relation to Great Britain, in consequence of the acknowledgement of their independence, rendered new arrangements necessary with respect to a commercial intercourse with them. But the opinions upon that subject were so exceedingly opposite, that it was thought most expedient for the present only to remove, by a temporary act, the legal restraints, which prevented the intercourse between the two countries. It was therefore enacted, that no manifest, certificate, or other document, should be required for any vessels belonging to the United states on their arrival in, or clearing out from, the ports of Great Britain, for a limited time. And, in the meantime the king was invested with powers for regulating the commercial intercourse with the United states. [23 *Geo. III*, c. 39.]

May 14th—In consequence of this act a proclamation was immediately issued for the admission, till further order, of American, or British, ships, loaded with oil, or any unmanufactured commodities, the produce of the United states, into the ports of Great Britain, on paying the same duties which are paid on the importation of the same articles from the British possessions in America, without the usual certificates or documents here-

tofore required by law. The same drawbacks and bounties, allowed on goods exported to the British possessions in America, were also allowed on those exported to the United States: and all vessels belonging to the States, which had arrived in any port of Great Britain after the 20th of January, were intitled to the benefit of this order.

The rancour, which the war had kept up between the inhabitants of this country and those of America, was now at an end. Sentiments of harmony and kindness, connections, interrupted indeed, but not quite broken off, by the war, and the ties of kindred and of former friendships, like springs long withheld from their natural direction, now resumed their original force: and the poet-laureat prophesied, that Great Britain and America would become

‘ The Tyre and Carthage of a wider sphere.’*

The truth was, that Britain, instead of being ruined for want of commerce with America, as had been predicted, (and indeed, contrary to a received maxim, that a trade, once turned out of its channel, cannot be recovered again) was in danger of suffering from the too great ardour of the merchants for forming new connections in that continent, many of which, as they found to their cost, were with people, who could never have obtained credit for a shilling from those among whom they resided†. With respect to the political arrangements for the commercial intercourse, many people in the zeal of their renewed friendship for America, went so far as to propose, that the Americans, though as completely detached from any political connection with this country as the people of Turkey or Japan, should be admitted to the commercial privileges of British subjects‡, and that the Navigation act, so long esteemed the Palladium of the naval power of Britain, should be infringed by a free admission of their vessels into the ports of our West-India islands. The press teemed with pamphlets written in support of these new maxims of commercial policy; and some of the governors of the islands in reality acted, as if they thought the peace had placed the Americans precisely in the same condition they were in before the revolution, and freely admitted them into their ports. Many of the West-India planters also were induced to think, that the prosperity of the islands depended

* In the Ode for the new year 1784.

† Many of those adventurers immediately upon their arrival in America converted their goods into ready money at any prices, and then shipped themselves off for the continent of Europe, or hid themselves in the boundless back countries of America under the new-assumed character of land-jobbers. It appears from Mr. Coxe’s *View of the United States of America*, [p. 34] that in the year 1787 the remains of the excessive importations of the four preceding years were constantly offered for sale at prices lower than their cost in Europe, which was a great injury to the fair importers and manufac-

turers in America. It is certain, that considerable quantities of European goods were carried from America during those years to the West Indies, and sold, even there, under the European prices.

‡ Strange as it may seem to any one who reflects upon it, yet it is certain, that many people on both sides of the water and (those above the level of the unthinking mob too) actually forgot, that the citizens of the United States of America, by detaching themselves from the jurisdiction of Great Britain, renounced all the privileges peculiar to the subjects of Great Britain.

upon allowing the independent citizens of the United States a free participation of the commerce of the West-Indies. In short, even the government was like to be carried away with the stream, and on the point of confirming by law those concessions with respect to the commerce of the West-Indies, which were hitherto granted by the mistake, or connivance, of some servants of the crown, when Lord Sheffield published his *Observations on the commerce of the American states*, who was soon followed by Mr. Chalmers in his *Opinions on interesting subjects of public law and commercial policy arising from American independence*. Both these authors insisted strongly, that Britain and Ireland with the remaining continental colonies were fully sufficient to supply the British West-India islands with provisions and lumber, as they had done during the war, even if all the states of America should unite in refusing to sell those articles to our vessels, which was, however, by no means to be apprehended; and that the manufacturers and merchants of Britain could have nothing to dread from the menaced refusal of America to admit British goods, because goods must ever find their market in proportion to their quality and price, independent of all resolutions, and even laws.

It was asserted by the advocates on the other side, that the planters had been very scantily supplied with provisions and lumber during the war; that a considerable part of their supply was derived from intercepted cargoes, which were destined for the foreign islands, a resource which the peace put an end to, as it did also to the supplies from Florida, which was now yielded to Spain; and that they had been compelled by necessity to convert their land to provision grounds, and to draw off their slaves from their proper plantation employments to cultivate provisions and cut lumber; that the provisions and lumber procured either by importation, capture, or their own labour, were obtained at such an enormous expense, that nothing, but the hopes of soon seeing a change for the better, could support them under it; but that a long continuance of it must be absolutely ruinous. Lastly, they urged, as a proof of the bad consequence to Great Britain of turning their industry out of its proper channel, that in the year 1777, before any of our islands were taken by the enemy, the quantity of sugar imported into England was short of that in the year 1774 (when part of the sugars went to the American colonies) full 45,000 hogshheads, the value of which was nearly a million of money, the freight of which would have been £150,000, and the duties payable to the public above £100,000. It was asserted, that the rum, of which near eight millions of gallons were annually made in the West-India islands, and which, being an acceptable payment to the Americans, used to be the principal resource for the supply of plantation necessities, must now become a dead stock in the hands of the planters, as the consumption of Great Britain did.

not much exceed half a million of gallons*. With respect to a supply of corn from Canada, it was observed, that though that country had had plentiful harvests from the year 1772 to 1778, and particularly in 1774, yet these years of plenty were followed by such a succession of defective crops, that, from 1779 to 1782 inclusive, the exportation of corn and bread was prohibited, and the province even received some supplies from other quarters: hence it was evident, that there could never be any dependence upon Canada for a regular supply. As to Nova Scotia, it was not alleged, that it had ever been capable of raising corn for its own consumption.

May 24th—Sir Roger Curtis, who was sent as ambassador to Morocco, concluded a treaty with the sovereign of that country, whereby

Article 1) The English have liberty to enter the ports of Morocco, and to buy and sell, like other nations; and the merchants of Morocco are permitted to repair to the English ports.

3, 4, 5) The emperor of Morocco granted to the English two houses at Tangier, and promised to build one for them at Marteen.

6) The English were allowed to load provisions and refreshments from all the ports of Morocco for one year from 1st April 1783 free of all duties; after which they were to pay stipulated duties on exporting oxen, sheep, and fowls, and the old-established duties on all other articles; except at the port of Mogadore, where they must pay the same duties as the merchants of other Christian nations. They were allowed to carry mules from all the ports of the empire, with an allowance of barley for their support, on paying a duty of ten cobs for each.

7) The provision vessels from Gibraltar were to pay stipulated duties according to their burthen; and vessels loading any other kinds of merchandize were to pay the same anchorage duties as the merchant vessels of all other nations.

June—The government of France made a proposal to the court of Great Britain, that they should, in conjunction with the other powers of Europe, abolish all exclusive trade. The ministry declined giving any answer, till the return of a messenger they sent to the empress of Russia, in order to know her sentiments upon the subject.

June 25th—A public bank was opened in Dublin with an original capital of £600,000, which was lodged in the king's treasury at an interest of three per cent. By royal authority all taxes, duties, &c. were ordered to be paid into this bank.

* We must make a considerable allowance for exaggeration here. The average quantity of rum imported in ten years from 1773 to 1782 was - - - - - 2,062,842 gallons, of which there were exported - - - - - 617,939
We must therefore suppose that - - - - - 1,444,903 gallons were annually consumed in this country. The quantity of rum carried to all North America from the British West-India islands on an average of three years preceding the war was 2,900,000 gallons. What then became of the remaining *three millions* of gallons? [See *Lord Sheffield's Observations on American commerce*, pp. 192, 205, *sixth ed.*]

June 24th—The stamp-duties, imposed upon inland bills of exchange and promissory notes by an act of the last session, [c. 33] were enlarged, and extended to foreign bills of exchange; and receipts for sums above forty shillings were also subjected to stamps. The notes and bills of the bank of England were exempted from the stamp-duties, the bank paying for that distinguishing indulgence an annual composition of £12,000. [23 *Geo. III*, c. 49.]

July 11th-16th—The importation of rice, &c, free of duty till 30th September 1783, having been permitted by an act [c. 9] of this session, it was now enacted, for the encouragement of trade, that after that day a drawback of the full duties should be allowed on the exportation of rice from this kingdom. [23 *Geo. III*, c. 56.]

Among a variety of additional stamp-duties, there were new duties laid upon bills of lading, debentures for drawbacks, transfers of the stock of companies or corporations, contracts of bargains, &c. [23. *Geo. III*, c. 58.]

Senegal being ceded to France by the treaty of peace, the River Gambia with Fort James, and all other settlements, forts, or factories, on the coast of Africa between the port of Salee and Cape Rouge, except those ceded to France, were vested in the company of merchants trading to Africa for the protection and encouragement of the African trade; the trade being free and open to all British subjects, together with the use of the forts, warehouses, &c, agreeable to the former regulations. The servants of the company settled upon the coast were prohibited from exporting negroes upon their own account, and were required to transmit annually an account upon oath of the disposal of the goods and stores committed to their charge, on pain of dismissal from the service. And the committee were enjoined to lay an annual account of the application of the money granted to them before the parliament. [23 *Geo. III*, c. 65.]

The high duties upon the importation of muslins, calicoes, and nankeens, operating as a premium for smuggling them, it was found expedient to lower the duties by substituting instead of the former rates a duty of eighteen per cent on the sales of those goods by the India company; of which ten per cent should be allowed as drawback upon exportation. [23 *Geo. III*, c. 74.]

Many precautions were enacted against frauds practised in removing foreign spirits and teas, in the process of distillation, in the carriage of wines, and by relanding sugars shipped for exportation upon the drawback *. [23 *Geo. III*, cc. 70, 76.]

* In the act, c. 70 there are, one penalty of £500, three of £200, eight of £100, one of £60, one of £30, one of £20, and one of one shilling, besides several forfeitures of goods, vessels, boats, horses, &c. and punishments of death, transportation, &c. The penalty of one shilling to be levied on the revenue officers, when proved to have made an improper seizure.

The manufactures of flax and cotton, which give employment to great numbers of people, being much obstructed by the high duties on soap, starch, and other necessary articles, a drawback of three farthings on every pound of hard or soft soap, and of three halfpence on every pound of starch, employed in finishing and preparing for sale any goods made of flax or cotton, excepting linens (for the bleaching of which drawbacks were already allowed) was allowed by parliament. And the whole duty of custom payable on the importation of brimstone and saltpetre was allowed to be repaid to the makers of oil of vitriol. [23 *Geo. III*, c. 77.]

The inland duties upon coffee and cocoa (rather cacao, or chocolate) nuts were reduced from one shilling and six pence a pound to six pence with an addition of five per cent *. [23 *Geo. III*, c. 79.]

There being now no further expectations of obtaining any relief from the governments of the United States of America for those persons, who had become obnoxious to them on account of their attachment to Great Britain, commissioners were appointed to inquire into the losses they had suffered in their rights, properties, and professions, in order to ascertain the amount of the indemnification, which, it was proposed, to allow them from the public purse. [23 *Geo. III*, c. 80.]

The exportation of corn was prohibited till after the ensuing harvest. [23 *Geo. III*, c. 81.]

At this time the East-India company were very much straitened for money, chiefly by reason of the great weight of the bills drawn upon them by their servants in India. It was therefor again found expedient to grant them a further indulgence with respect to duties, &c. payable to the public; and also to empower the commissioners of the treasury to lend exchequer bills to the company to the amount of £300,000, bearing interest at four and three quarters per cent. The company were at the same time empowered to make a dividend to the proprietors at the rate of eight per cent per annum. A regulation was also made respecting the debentures given to the exporters of East-India goods for drawbacks of duties, which were usually given in payments to the company instead of money, that they should henceforth be re-

* Before the war the planters were enabled by the export to America to carry on the cultivation of those articles, which a continuation of the heavy duties must have forced them to throw up.

Mr. Edwards rates the duties and excise on coffee previous to this act at 480 per cent on the marketable value, and the annual amount of them at £2,869. In the year 1784, the very first of the operation of the act, the duties rose to £7,200; 'an important proof, among others, how frequently heavy taxation defeats its own purpose!' yet with the reduced duty the import of coffee in Great Britain on an average of five years, 1783-

1787, was under six millions of pounds. In the French colony of St. Domingo the quantity of coffee exported has increased, from five millions of pounds in the year 1770, to above seventy-six millions of pounds in the year 1789. The prodigious difference may in a great measure be accounted for from the now-universal use of tea in Britain, which is scarcely used at all in France.

About a century ago the chocolate nut was a principal article of export from Jamaica. Now, it is believed, there is not one plantation of it in that island. [*Edwards's Hist. of the West-Indies*, V. ii, pp. 286, 295, 299, 306.]

ceived by the officers of the revenue in payment of any branch of duties owing by the company, and not, as heretofore, be restricted to the payment of duties on the particular species of goods, for which the drawback had been allowed; a rule, which had hitherto compelled the company to keep large sums lying dead in those debentures. [23 *Geo. III, c. 83.*]

While this act was under the consideration of parliament, many severe reflections were thrown out upon the conduct of the company and their servants in India by some of the members; and it was also alleged, that it would be very improper to allow them to pay so large a dividend as eight per cent, while they acknowledged themselves to be in such a condition as to need the indulgences now required from the public. But the company, and also their servants in India, were ably defended by other members, who asserted, that their embarrassments were merely temporary; that their funds were abundantly ample; that their dividends had been on an average only £8:4:0 in time of peace, and £7:15:0 in time of war; that their losses by the war had been very great; and that the public had drawn much greater emoluments than the company from their commerce, and were therefor more deeply interested in their success than the proprietors of East-India stock. In support of these assertions, and for showing the amount of net profits realized from the territorial revenues, many accounts were laid before the house, from some of which the following are extracted.

An Account of the balances in favour of the East-India company in England resulting from the whole of their trade and territorial revenues in India from the 1st day of March 1774 to the 1st day of March 1781, distinguishing each year, and an abstract of such balances with the disposition of the same.

From 1st March 1774 to 1st March 1775

Received					
for the company's goods sold	£3,395,929	17	1	By customs	£822,415 4 0
for customs on private trade	- 43,003	11	11	By freight and demurrage	- 447,280 12 8
for charges and profit on ditto	24,877	19	11	By goods and stores exported	446,352 13 5
for saltpetre sold to the board of ordinance	- 9,000	0	0	By bills of exchange on England and bullion exported	- 1,022,223 7 3
for one year's interest of £4,200,000 received from government	- 126,000	0	0	By charges of merchandize	- 227,920 13 5
				By indemnity on tea to buyers	15,500 0 0
				By one year's interest on bonds	86,853 4 6
				By ditto on annuities	89,773 4 2
				Balance in favour of England	440,492 9 11
	£3,598,811	8	11		£3,598,811 8 11

In like manner proceed the accounts of the six following years. But this may suffice as a specimen; and I shall therefor proceed to the general abstract of the balances and the disposal of them.

A Statement of the amount realized in England of the territories and revenue obtained in India.

From September 1764 to September 1778.	From March 1766 to March 1780.
Cost in England of goods, stores, and bullion, sent to India and China, with the expense of raising and transporting troops for the defence of the territories, together with other charges not relating to com- merce, paid here from the season 1764 to the season 1777, both in- cluded - - - £9,990,439	By amount of investments to Eng- land from India and China in the space of 14 years, reckoning from the arrivals in 1766 to the arrivals in 1779, both included, according to their invoice cost - - £21,721,654
Bills of exchange drawn from India and China on the directors from the season 1765 to the season 1778, both included - - - 6,996,015	Received in 1775 of government on account of Manila - - - 28,193
Profits made in 14 years from sales of European goods and stores abroad (the last year by estimate), and ap- plied to the purchase of investments for Europe - - - 1,140,424	The imports of the above 14 years were brought to market, and sold in 14 years and a half, or to their full amount.
BALANCE, being what the above ar- ticles are short of the investments, and is therefor the sum realized in England from the revenues - - 3,622,969	
<u>£21,749,847</u>	<u>£21,749,847</u>

N. B. The sum of £3,622,969, realized from the revenues in 14½ years, is nearly equal to 7½ per cent per annum on the capital.

The restoration of Dominica to the dominion of Great Britain was a happy event for the inhabitants of that island. The French nobleman, whom the marquis de Bouillé appointed to the government of it in the year 1778, was of a character widely different from his own, and acted diametrically opposite to the liberal and generous intentions of his worthy commander. His cowardly jealousy and despotism crushed and oppressed the British colonists, who, according to the liberal terms of the capitulation, ought to have felt no other difference in their situation, than having to pay freight and commission to foreigners instead of their own British correspondents. But they had not the satisfaction of having a regular intercourse with France, or even with any country: for during all the time of the French dominion in Dominica no vessels went between it and France; and the planters were obliged to consign their produce in neutral bottoms, at first to the Dutch merchants of St. Eustathius, through whose agency it was reshipped for Britain, or else in Dutch vessels chartered by their correspondents at home, which carried it to Rotterdam. When the war with Holland broke out, they were exposed to still greater hardships in procuring freight for their produce, which they were obliged to send under Imperial colours to Ostend, where their sugars were sold so low as from £6 to £8 a hog-

head. To add to the misery of the inhabitants, the town of Roseau (or Charlottetown) was set on fire in the night of Easter Sunday in the year 1781, not without strong suspicion of the conflagration being occasioned by the governor, who is accused, like Nero (and perhaps more justly), of enjoying the sight, and restraining the humanity of his soldiers from giving assistance to the British inhabitants. Their losses in buildings and valuable goods were estimated at £200,000: and the town, thus reduced from about 1,000 houses to half the number, has never since recovered its former condition. Under these complicated distresses it is no wonder, that the island declined, and that about thirty sugar plantations were abandoned by the proprietors.

July 2^d—A proclamation by the king in council was issued for permitting British subjects to carry in British vessels all kinds of naval stores, spars, and all kinds of lumber, horses and all other kinds of live stock, and all kinds of corn, flour, and bread, from the United States of America to the West-India islands; and to carry rum, sugar, melasses, coffee, chocolate nuts, ginger, and pimento from the islands to the United States, on paying the same duties, and conforming to the same regulations, as if they were cleared out for a British colony.

This order was considered by administration as an indulgence, both to the islands and to the United States: but it was not received as such by either of them. The West-India planters cried out, that the islands must inevitably be ruined, if there were not as free and unrestrained an intercourse between them and the continent, and as free admission of American vessels, as there was when the later was under the British dominion; and the Americans were so much offended by it, that the assemblies of three of the States actually made a requisition to the Congress that they would prohibit all commercial intercourse with the British colonies*.

* It is worth while to see how very different were the sentiments of Mr. Jefferson of Virginia, written in the year 1781, during the estrangement produced by the war. 'It should be our endeavour,' says he, 'to cultivate the peace and friendship of every nation, even of that which has injured us most, when we shall have carried our point against her. Our interest will be to throw open the doors of commerce, and to knock off all its shackles, giving perfect freedom to all persons for the vent of whatever they may chuse to bring into our ports, and asking the same in theirs. Never was so much false arithmetic employed on any subject, as that which has been employed to persuade nations, that it is their interest to go to war. Were the money which it has cost to gain, at the close of a long war, the right to cut wood here, or to catch fish there, expended in improving what they already possess, in making roads, opening rivers, building ports,

improving the arts, and finding employment for their idle poor, it would render them much stronger, much wealthier, and happier. This, I hope, will be our wisdom. And, perhaps, to remove as much as possible the occasions of making war, it might be better for us to abandon the ocean altogether, that being the element whereon we shall be principally exposed to jostle with other nations; to leave to others to bring what we shall want, and to carry [away] what we can spare. This would make us invulnerable to Europe, by offering none of our property to their prize, and would turn all our citizens to the cultivation of the earth; and, I repeat it again, cultivators of the earth are the most virtuous and independent citizens. It might be time enough to seek employment for them at sea, when the land no longer offers it.' [*Notes on Virginia*, p. 289, ed. 1787.]

It was not till the 2^d of September, that the tardy Dutch government could be brought to settle the preliminaries of peace with Great Britain, of which, though not definitively concluded till the 20th of May 1784, I shall here give the principal contents, as I have done of the other treaties in the beginning of this year.

By the second article it was agreed, that the honour of the flag and the salute at sea by the ships of the republic to those of his Britannic Majesty should be continued as formerly.

Art. 4) The states-general ceded, Negapatnam with its dependencies to Great Britain. But the king promised to listen afterwards to any reasonable proposal for a restoration of it by an exchange for some other territory.

5) Great Britain restored to the Dutch Trincomalee, and all other towns, forts, &c. taken from them during the war, either by the king's forces, or those of the East-India company.

6) The Dutch promised not to obstruct the navigation of the British subjects in the Eastern seas.

7) It was agreed, that commissaries should be appointed on both sides to adjust all differences between the subjects of the two powers with respect to Apollonia, and any other debateable matters on the coast of Africa.

October 2^d—The company of the *caisse d'escompte* (bank of discount) established at Paris in the year 1776, after extending the original plan of their business by issuing notes, went on with great regularity and success; and that new branch of their trade enabled them to make an annual dividend of six per cent, though they never raised their rate of discount upon bills above four per cent during the whole war; a circumstance, which, as Mr. Necker observes, was very favourable to the public funds of France. [*Compte rendu*, p. 23.] They had continually in their coffers the whole value of their capital, either in gold and silver, or in bills at a short date, which together were equal to the whole amount of their emission of notes. Moreover in regulating their dividends they allowed a considerable part of their profits to remain in the bank to augment their capital. In short, their stability was undoubted, and their stock sold considerably above par. But, to the astonishment of Europe, this company stopped payment on the 2^d of October. It appeared very clearly afterwards, that the company were in good circumstances: and it was believed, that their present embarrassment proceeded from having secretly lent a great sum to the government*, which also about the same time refused payment of the bills drawn for the support of their army in America.

* They had not lent any money to the government when Mr. Necker made up his *Compte rendu* *an* *ci* in January 1781.

By proclamations, issued on the 6th of June and 5th of November, American tobacco was allowed to be imported into London, Bristol, Liverpool, Cowes, Whitehaven, and Greenock, and to be warehoused under the custody of the revenue officers. By the first proclamation the importer was to pay down five per cent on the value in part of the duty; but that being found too great a hardship, the second proclamation allowed the whole duty to be bonded. These orders having expired, a new order by the king in council was issued (26th December), comprehending, with some variations, all the several regulations hitherto issued. It permitted the importation of any unmanufactured goods, not prohibited by law (except oil), and pitch, tar, turpentine, indigo, masts, yards, and bowsprits, being the produce of the United States of America, either by British or American subjects, and either in British or American vessels, on paying the same duties as were payable on the importation of such goods from the British colonies by British subjects in British vessels; the production of the documents required by law being also dispensed with, and all drawbacks, exemptions, and bounties, on goods exported from Great Britain to the United States being allowed as fully as on such goods exported to the British colonies.

Tobacco, the produce of the United States, was allowed to be imported in the same manner into this kingdom, the importer, on paying down the duty called the old subsidy, being permitted to warehouse it under the king's locks, and to give bond for payment of the remaining duties within the time limited by law. The importers of tobacco in London, Bristol, Liverpool, Cowes, Whitehaven, Greenock, and Port-Glasgow, were indulged with the permission to give bond for the whole duties, and to have their bonds discharged on exporting the tobacco within the limited time*.

With respect to the intercourse between the United States and the West-Indies, the regulation contained in the order of the 2^d of July was continued in force.

The city of New York, the last post occupied by the British troops in the territory of the United States of America, was completely evacuated by them on the 27th of November; an act, which may be considered as finally closing the long-continued hostility between Great Britain and America, which, it is earnestly to be hoped, will never again be renew-

* Mr. Chalmers observes, that in the year 1732 the assembly of Virginia solicited from parliament the liberty of having tobacco bonded in the manner now permitted; but their application was defeated, more by the interested opposition of the tobacco-factors than by the unwillingness of the legislature; and that the favour, refused to them when subjects, was thus spontaneously granted to them, when become foreigners; while at the same

time, by enforcing more strictly the laws against the cultivation of tobacco at home, the American planters enjoy a double monopoly of tobacco, as the British landholder cannot raise it on his own land, nor can the British consumer receive it from Spain or Portugal, the tobacco of those countries being loaded with duties amounting to a prohibition. [*Opinions on American independence*, p. 38.]

ed. In the course of this year the several powers of Europe, who had not hitherto entered into treaties with the United States, nor acknowledged their independence, concluded commercial treaties with them as a sovereign nation. It is not unworthy of notice, that Spain, after entering into a war, the object of which was to effect the independence of America, was, notwithstanding, unwilling to acknowledge that independence, after it was finally confirmed and recognized by the power, from whom it was extorted.

November 18th—Soon after the commencement of the session of parliament Mr. Fox, then one of the secretaries of state, brought forward his two bills for regulating the affairs of the East-India company, both at home and in their territorial possessions in India. As they engaged, perhaps, more of the public attention, than ever was bestowed upon any bills, which did not pass into laws, it may be proper here to give a brief abstract of them.

The bill for vesting the affairs of the East-India company in the hands of certain commissioners, for the benefit of the proprietors and the public, began with observing, that great disorders prevailed in the management of the territorial possessions, revenues, and commerce, of this kingdom in India, and proposed, that the government of the directors and proprietors should be suspended, and their powers should be vested in seven noblemen and gentlemen named in the bill as commissioners or principal directors, who should immediately take possession of all lands, tenements, books, records, vessels, goods, money, and securities, in trust for the company; and that there should also be nine assistant directors, consisting of proprietors of £2,000 in the company's stock, also named in the bill, to be entirely subordinate to, and removeable by, the principal directors. The vacancies in the principal board were to be filled up by the king, and those in the board of assistants by the votes of the qualified proprietors of East-India stock, given openly, and not by ballot. The directors were also to give their votes openly, and, in case of difference of opinion to enter their reasons upon their journals. All persons concerned in mercantile transactions with the company, and persons charged with corruption or speculation in India, and not acquitted, were to be excluded from being directors or assistant directors, as was also every person returned from the company's service in India till two years after his return. The directors were every six months to lay their accounts before a general court of proprietors, and also submit them to the inspection of the treasury and parliament within twenty days after the commencement of every session. They were vested with full power to remove, or suspend, from any station, civil or military, in the company's service: and they were enjoined to attend to every charge of speculation, usury, receipt of presents, oppression, or breach of orders; and, should they see reason to acquit the persons so charged, to enter

them in their journals, before they should permit any such person to sail for India. They were to decide upon all differences between the governors and councils, or between the different governments in India, within three months, or enter the reasons of delay in their journals, and to give answers to any questions submitted to them from the presidencies in India also in three months. They were to take cognizance of all grievances of the native princes of India, and do them complete justice according to the existing treaties. Neither the directors nor assistant directors were to hold any office in the company's service, or any place of profit, during pleasure, from the crown; and they were to be removeable by the king on an address from either house of parliament. The directors were not to be disqualified from sitting in the house of commons; and the assistant directors were to have salaries of £500 a-year from the company. The act was proposed to be in force for four years.

The bill for the better government of the territorial possessions and dependencies in India,

after observing that great disorders prevailed in the government of the British East-Indies, and that the servants of the company had not paid due respect to the lawful authority of this kingdom, proceeded to define the limits of the powers entrusted to the governor-general and the presidents and councils, and ordered that all their proceedings should be fair and open, and that they should fix up their ordinances, written in the languages of Persia and Hindoostan, in every provincial court of the territory to which they related. The governor-general was prohibited from invading the territory of any prince, unless a majority of the council should declare under their hands, that such prince was about to attack the territories of the company, and also from forming any alliance for the purpose of sharing any territory. The company's principal servants were not allowed to hire out any farm or other thing to any servant of any person in the civil service of the company: and all monopolies in India were to be annulled. Illegal presents were to be recoverable at law by the giver or the company, or, failing them, by any person for his own benefit. All lands and tenements, not in the actual possession of the company or their farmers, were to be deemed the property of the native land-holders, on their paying the usual rents, unless legally dispossessed. The rights of the protected princes and their vassal princes were carefully guarded; and the company's servants were strictly prohibited from having any pecuniary transactions whatever with them, or receiving any mortgages of land from them. The commissioners were directed to examine and settle the disputes between the nabob of Arcot and the rajah of Tanjore, and to transmit orders to the governor-general for adjusting the claims of British subjects upon those princes. No servant of the company, nor agent of any protected prince, was to

be eligible to a seat in the house of commons; but such as were now in parliament were to retain their seats till the dissolution of it. Persons lately returned from the company's service in India, and persons against whom public prosecutions were depending, were also declared incapable of sitting in the house of commons.

During the progress of the bills through the house of commons petitions were presented against them by the directors, by the proprietors of East-India stock, and by the lord mayor and common council of the city of London.

The directors also laid before the house the following

State of the affairs of the East-India company in England, 19th November 1783, and according to the latest advices from their settlements abroad.

Amount of East-India annuities bearing interest at 3 per cent	£2,992,440	Due by government, with interest at 3 per cent	£4,200,000
Bonds bearing interest	1,996,700	Other debts due by government, but disputed	422,011
Ditto not bearing interest, being called in	11,592	Cash, bonds, and debentures, received in payment for goods	609,954
Customs	1,641,254	Goods sold and not paid for	553,258
Due to the exchequer, last payment for renewal of the charter	100,000	Goods in England unsold	2,500,000
Exchequer bills lent by parliament, and interest on them	302,587	Floating stock from England	1,219,091
Bills of exchange unpaid	2,489,098	Silver in the treasury for exportation	1,090
Sundries on account of the trade, for freights, &c.	458,481	Advanced to owners of ships not arrived	172,334
Interest on annuity bonds and stock, due, but not demanded	149,901	Value of vessels employed in England	12,300
Half year's dividend on stock, due at Christmas 1783	128,000	Company's houses and buildings in England would sell, by estimate of surveyors, for	253,616
Interest on military and contingent funds, more than applied	72,639	Four cargoes coming from Bengal	703,824
	10,342,692	Cargoes sent from Bengal to other presidencies	364,515
Balance in favour of the company	3,968,481	Balances of quick stock, viz.	
		at Bengal	1,838,937
		Madras	2,078,078
		China	132,596
		Bencoolen	189,036
		S ^t . Helena	27,618
			4,266,265
		Balance against the company at Bombay	967,085
		Net balance of quick stock	3,299,180
	<u>£14,311,173</u>		<u>£14,311,173</u>

Besides the above balance, the company's forts, warehouses, &c. in India have cost £7,000,000

The landed property, exclusive of the territorial revenue, produces annually £881,000

The territorial revenues on the coast of Coromandel and the northern circars, on which the public have no claim, produce, subject to charges of management, annually about 350,000

The territorial revenues of Bengal, Bahar, and Orissa, produce, subject to charges of management, annually about	1,838,000
Subsidy paid by the nabob of Oude, and tribute from Benares	962,000
Revenue from salt in Bengal	450,000
Revenue from customs in India, about	236,367
Subsidy paid by the rajah of Tanjore, about	160,000
Ditto by the nabob of Arcot, about	200,000
	<hr/>
	<u>£5,077,367</u>

But Mr. Fox controverted so many articles of the account, that he stated, *instead of a favourable balance of near four millions, a deficiency of above nine millions*, upon the supposition that the company were to go on in their business; as some of the articles, for example the houses and buildings, could not be brought to account, unless the company were to be dissolved, and all property of every description to be sold off. To this great deficiency he moreover added £3,200,000, the amount of the company's capital stock; which must surely in any way of reckoning be allowed to be a part of their joint property, and by no means a debt upon them, to be deducted from it.

The supporters of the bills expatiated in parliament upon the cruelty and treachery of the servants of the company to the Indian sovereigns, from the Great mogul down to the zemindars and other petty princes. They observed, that the former conquerors of India had settled themselves in the country, and made some amends for the desolations attending their invasions by their subsequent attention to the arts of peace and the works of magnificence. But they asserted, that our conquests there, after a possession of twenty years, were in as crude a state as on the first day. None of the company's servants went to India with an intention of remaining there: none of them cultivated any society with the natives, or showed any sympathy for them. The many millions of polished, industrious, and ingenious, agricultors and manufacturers, together with the opulent merchants, and even the princes of the country, were subjected to the dominion of a rapid succession of young men, new swarms of whom were continually pouring in, like migratory birds of prey, upon the devoted country, who, uniting the avarice of age with the impetuosity of youth, disregarded every consideration but the rapid accumulation of enormous fortunes, and were continually carrying off from the country as much wealth, as a spirit of rapacity, uncontrolled by conscience, could amass *. Neither did the commercial con-

* To this unfavourable representation of the oppressed state of India it will not be improper to oppose the account of the state of Bengal, &c. by Major Rennell, who has the advantage of speaking from his own knowledge. He says, 'The Bengal provinces, which have been in our actual possession

duct of the company escape a severe animadversion. They were accused of improvidence with respect to the bills drawn upon them, and of having substituted for mercantile punctuality a new system of account upon honour. It was asserted, that East-India stock was now only purchased for the purposes of influence, and procuring lucrative situations in India for the sons and dependents of the stock-holders; and that the directors, instead of being the masters of the company's nominal servants in India, were in fact dependent upon them, and even chosen by their agents.

The chief objections to the bills were, that they would infringe, or rather annihilate, the company's charter, for which they had paid a valuable consideration to the public; and that they were calculated to create a new and unconstitutional influence, a fourth estate in the realm, and to throw such a weight of patronage into the hands of the commissioners, or rather those of administration, as would completely sweep away our liberties and properties. As to the derangement of the company's finances, it was ascribed to the restrictions, which prevented them from employing with due efficacy the credit resulting from their great and flourishing situation, and from paying off the debts due to the public. It was observed, that the bill-holders were willing to extend the time of payment. And the parliament were called upon to remember, that the politics of the country had involved the company in an extensive and ruinous war, and that the conquests made by their forces had been given up at the peace to prevent the sacrifice of more favourite possessions. Mr. Hastings, the governor-general, who had been the object of the fiercest attacks from the supporters of the bills, was highly praised by the opposers of it; and the vigour of his government, his regulations for the administration of justice in the provinces, and the

‘possession near 23 years (that is from the year
‘1765 to the present time [1788]) have during
‘that whole period enjoyed a greater share of
‘tranquillity than any other part of India; or
‘indeed than those provinces had ever experienced
‘since the days of Aurungzebe. During the
‘above period of 23 years no foreign enemy has
‘made any incursion into any part of them, nor
‘has any rebellion happened in any of the pro-
‘vinces, (the very inconsiderable one of the ze-
‘mindar of Jungleterry in 1774 only excepted).
‘Previous to the establishment of our influence
‘invasions were frequent, particularly by the
‘Mahrattas: and one province or other was ever
‘in rebellion; owing to a want of energy in the
‘ruling power; an ill-paid, and mutinous, army;
‘or an excess of delegated power. Those who
‘know what miseries are brought on a country
‘by its being the seat of war, will know how to
‘appreciate the value of such a blessing, as that
‘of having the horrors of war removed to a dis-

‘tance from our habitations. There are, doubt-
‘less, evils, that are inseparable from the condi-
‘tion of a tributary state, where the supreme rul-
‘ing power resides at the distance of half the cir-
‘cumference of the globe: but these are, I hope,
‘amply balanced by the advantages of military
‘protection: and it is a fact, not to be contro-
‘verted, that the Bengal provinces have a better
‘government, and are in a better state, as to agri-
‘culture and manufactures, than any other of the
‘Asiatic countries, China alone excepted. But
‘this state is, doubtless, very susceptible of im-
‘provement, even under a despotic government:
‘though it unfortunately happens, that the grand
‘object for which the Bengal provinces are held,
‘militates against the ease and happiness of their
‘inhabitants; for there can be no inducement to
‘increase a national income for the purpose of
‘finally enriching another nation.’ [*Memoir of a
map of Hindoestan*, p. cv.]

economical arrangements formed by him in the civil and military departments, were mentioned with great applause.

December 17th—Notwithstanding the violent opposition made to them, the bills were carried through the house of commons: but they were rejected by the house of lords.

Such was the effect of the opinion, gone forth, of the company's funds being in a bad way, that their stock sold in November (when there was a dividend nearly due) so low as 120, and some even at 119. The government funds at the same time fell greatly below the prices they had been at in September. The fall in both may be, at least partly, ascribed to the great extension of our commerce after the peace, and the insufficiency of the circulating money to support the increased exportation, which obliged many people in trade to sell out of the funds *. Owing to the same causes there was also an extraordinary drain of cash from the bank, especially in the month of October †.

The king of Prussia is said to have expended two millions of crowns annually for twenty years past in improving his country, establishing manufactures, and encouraging commerce and navigation. An account, drawn up by one of his ministers ‡, says, that the number of Prussian vessels, which passed the Sound in the course of this year, and navigated the different seas of Europe as far as the Straits of Gibraltar, approached that of the five great maritime powers, and even surpassed the number of merchant ships of all the rest of Europe taken together.—It will, perhaps, not be amiss to make some allowance for exaggeration in this ministerial account of the Prussian navigation.

The merchants of Glasgow, when their American trade was interrupted by the war, extended the West-India branch of their commerce, and resumed, or enlarged, their trade with the continent of Europe, which their convenient situation for the trade with America had made them in some degree overlook for many years bypast. A considerable number of them withdrew their capitals from foreign trade and shipping, in order to employ them in manufactures, the improvements of which, and the establishment of new ones, were with good reason thought to afford a prospect of more permanent, as well as more solid, prosperity than foreign trade. Some account will afterwards be given of the condition of the increased and new manufactures of Glasgow in a more advanced stage of their progress. I shall here only observe, that from about this time the quantity of manufactured goods, sent from Glasgow to Lon-

* The Dutch merchants, upon resuming their commercial transactions interrupted by the war, also sold out their property in the British funds, which contributed to the depression.

† It appeared in evidence, that the cash of the bank was lower in October 1783 than even in the week preceding the 26th of February 1797.

‡ It may be presumed, that this minister was the baron de Hertzberg, who for some time used to publish an annual panegyric on the government of his sovereign in the *Transactions of the academy of Berlin*. But the language of panegyric is never expected to be the faithful vehicle of truth.

don and other parts of England, was greatly increased; and that, besides supplying the shopkeepers of London and other places*, great quantities of them are shipped by the merchants, and some of them to the same countries, to which the merchants of Glasgow used to send goods of the same species, manufactured in England or in India: such are the revolutions of trade! And hence the export trade of the west part of Scotland bears now a smaller proportion to the whole of the exports of Great Britain, than it formerly did, though the real amount of the capital employed in trade, and of the productive industry, in that part of the country has in fact been greatly increased.

It may be proper here also to observe another diminution of the export trade of Scotland, occasioned by the great demand for salmon and other fish in London, which has almost annihilated the exportation of salmon from Scotland to foreign countries.

The increase of manufactures in Glasgow and the adjacent country gave rise to the Chamber of commerce and manufactures of Glasgow, which was established this year. The object of the subscribers, who were merchants and manufacturers in Glasgow, Paisley, Greenock, &c. was to establish a fund, which should be employed, under the management of the directors, in promoting, protecting, and encouraging trade and manufactures: and their exertions have in many instances been of essential service †.

To the revolutions in the trade and manufactures of Scotland, already mentioned, I must here add another, which will, perhaps, be thought more extraordinary. Paris was formerly the place, where all those, who were ambitious of outshining their equals, used to purchase their coaches, till the more substantial work, and at least equal ingenuity, of the London coach-makers convinced the great and the opulent, that they might be better served by keeping their money at home. For many years past Edinburgh has also been celebrated for the manufacture of coaches, which have become an established article of exportation to the principal towns on the Baltic, and especially to Petersburg. But the exportation of Edinburgh-made coaches to France was an unexpected novelty reserved for this year, when a coach-maker in Edinburgh received an order from Paris itself for *one thousand* crane-necked carriages,

* So strong is the prejudice in favour of *town-made* goods, that the Glasgow calico-printers are obliged, in compliance with the desire of their customers, to use the harmless deception of marking their goods, as if printed in London; the sight of the stamp satisfying the ladies, that the patterns are much more elegant, and the colours more durable, than can be produced by any country manufacturer. Just so, when it was supposed, that no elegant toys could be made but in Paris, the manufacturers at Birmingham were obliged to

mark their snuff-boxes and other trinkets as made at Paris, adding a private mark, whereby they could reclaim the credit of their own work.

† The first chairman of this Chamber of commerce was Mr. Colquhoun, who has since rendered such important service to the great metropolis of the British empire by his excellent system of police for preventing the enormous plunder, which used to be regularly carried on upon the River Thames and the wharfs.

to be executed in three years. [*Greech's Letters in Sinclair's Statistical account of Scotland*, V. vi, p. 593.]

In consequence of the peace great numbers of the inhabitants of New-York, and other loyalists, removed to Nova-Scotia, where vacant lands were allotted to them by government. In the month of May the foundation of a new town, called Shelburne, was laid at Port-Roseway near the southren extremity of the peninsula, the inhabitants of which, after the increase produced by the final evacuation of New-York, were computed to be about 9,000. They immediately applied to preparations for the fishing business, which was held out as the principal source of their prosperity, with such ardour, that above a hundred fishing shalops were to be seen at once on the stocks in this first winter after the foundation of the town; and they had very sanguine hopes of soon rising into great commercial importance.

Near to Shelburne another town was laid out, which was intended solely for the reception of the swarms of negroes, whom the war had delivered from slavery, and cast upon the British government for support. About 1,200 of those people were now set down in this new settlement, and furnished with provisions, clothing, agricultural tools, &c. But the nature of the climate and agriculture of that country, so different from what they had been accustomed to, was sufficient, independent of the idle habits they had acquired as followers of the army, to prevent them from having any success in the line of sober agricultural industry. Many of them took opportunities of getting to London, where they sauntered about the streets as beggars, till government took compassion upon them, and shipped them off for Sierra Leona on the coast of Africa. Others of them, who were of a more active disposition, got to the West-Indies, where negro labour is in request, and there earned their bread as free labourers.

The loyalists of South Carolina, Georgia, and the Floridas, went mostly to the West-India islands, the climate and productions of which were more adapted to their constitutions and former pursuits, and also fitter for their negro slaves, than those of Nova Scotia. Many of them became planters of cotton, an article of rapidly-increasing demand for the British manufactures: and great numbers of those who went to Jamaica applied to the cultivation of indigo, which they found more profitable there than on the continent, the quality being greatly superior.

The following view of the tobacco trade from the beginning of the year 1775 to the end of this year is inserted in order to show, how it was affected by the war in its extent, and also in the mode of conducting it.

years.	Imported into			Exported from			
	ENGLAND.		SCOTLAND.	Total,	ENGLAND.	SCOTLAND.	Total
	in commerce,	as prize,		Great			Great
	pounds.	pounds.	pounds.	Britain.	pounds.	pounds.	Britain.
1775	55,965,463		45,863,154	101,828,617	43,880,865	30,324,301	74,205,166
1776	7,275,037		7,423,363	14,698,400	16,521,412	23,701,378	40,222,790
1777	233,722	1,912,329	294,896	2,440,947	2,905,406	5,515,677	8,421,083
1778	655,124	8,422,029	2,884,374	11,961,527	2,068,175	2,374,608	4,442,783
1779	4,365,115	9,652,316	3,138,464	17,155,895	3,704,436	2,468,672	6,173,108
1780	7,354,405	4,944,767	5,125,638	17,424,810	2,823,005	3,127,171	5,950,176
1781	5,131,639	6,255,086	1,952,243	13,338,968	3,950,815	1,788,057	5,738,872
1782	4,414,840	2,788,422	2,624,807	9,828,069	2,529,146	934,295	3,463,441
1783		2,074,399		19,579,031			

Of the above quantities of tobacco imported, there were from

	North America, pounds.	British West-Indies, pounds.	Foreign West-Indies, pounds.	} In these years the rest of the tobacco imported was from various parts of Eur- ope.
1775	101,337,361	491,256		
1776	14,698,400	2,000		
1777	361,394	167,224		
1778	1,692,518	626,021		
1779	3,321,043	4,146,167	40,944	
1780	985,273	10,247,272	298,130	
1781	1,872,609	4,827,031	91,463	
1782	1,082,067	5,070,633	289,402	
1783	14,643,165	2,295,088	286,047	

The tobacco imported from the British West-Indies was partly prize, and partly carried thither from the neutral islands.

The following authentic statement of the commerce of the principal ports of the Russian empire is compiled from extracts taken from the books of the custom-houses of the several ports.

years.	ST. PETERSBURG.					RIGA.	
	Vessels arrived. British. Other nations. Total.	Value of exports, Rubles. *	Value of imports, † Rubles.	Custom duties, Rubles.	Specie imported, Rubles.	Vessels arrived.	Custom duties, Rubles.
Four years 1776-1779				7,266,639	25		
1780	282 272 554	10,941,128 58	3,656,379 45	4,965,019 92			
1781	465 318 783	12,954,440 62	9,582,352 88				
1782	218 373 591	11,467,347 87	12,204,482 16	2,670,798 43		891	628,981
1783	270 362 632	10,098,797 70	11,674,120 11	2,966,118 28	164,183	1208	829,832

The same documents enable me to give a more particular account of the trade for the year 1783 in the following ports.

* The value of the ruble in exchange with British money is generally about 2/6. The ruble contains 100 copecks.

† Though the imports of 1780 and 1781 are stated considerably less than those of 1782 and 1783, there

is reason to believe, that they were not in fact any thing inferior; for in the two former years smuggling was carried to an enormous height, but by the vigilance of the inspector it was suppressed in a considerable degree in the two later.

By merchants of	ST. PETERSBURG.		RIGA.		ARCH. ANGEL.	REVAL.	NARVA.
	Value of ex-ports, Rubles.	Value of im-ports, Rubles.	Value of ex-ports, Rubles.	Value of im-ports, Rubles.	Total value of exports, Rubles.		Total value of exports, Rubles
Russia -	2,374,178 65	6,166,204 22			1,121,433 45		614,100
Great Britain -	5,639,875 63	2,816,666 67	1,098,639 87	220,805 87	and of imports		and of imports
Holland -	207,428 65	340,483 89	1,520,374 23	152,709 38	434,601 61		30,000.
Lubeck -	80,422 30	129,819 5	188,211 68	54,874 75			
Hamburgh -	128,276 88	389,435 15	26,525 80	198,060 12	Vessels	Vessels	
Denmark -	618,060 59	465,428 25	612,449 5	45,917 62	113	131	
Spain -	153,266 49	14,179 0	420,040 67	267,191 62	whereof	whereof	
Portugal -	92,095 76	235,259 12	206,496 38	27,408 13	24	2	
France -	128,694 18	70,407 75	303,731 49	179,113 25	were British.	were British.	
Italy -	109,948 68	104,220 93	157,229 53				
Prussia -	8,850 25	91,936 65	38,529 83	3,831 25			
Switzerland -	7,658 94	61,300 50					
German empire -	3,148 72	171,826 72		161,566 63			
Saxony -	146,172 50	33,280 65					
Sweden -	78,456 95	39,008 80	1,135,486 70	119,412 37			
Dantzick -		14,362 0	5,419 0	3,022 88			
Rostock -	138,031 38	78,752 50	4,475 45	1,035 50			
Sundries -	49,412 95	334,992 12					
Shipmasters -	104,818 20	116,556 14					
Bremen -			132,050 20	6 073 25			
North America			15,156 50	7,463 0			
Totals -	10,098,797 70	11,674,120 11	5,864,816 18	1,448,485 62			

It is to be observed, that a great part of the merchandize exported from Riga consists of the produce of the adjacent parts of Poland, which did not then as now, belong to the Russian empire.

It is also necessary to observe here once for all, that in the Russian custom-houses the accounts of the exports and imports are not classed according to the countries to or from which the goods are carried, but according to those to which the exporting or importing merchants belong; and that the trade, nominally carried on by Russian merchants, belongs in fact almost entirely to those of other nations, who, in order to evade the payment of alien duties, make their entries under the name of Russian partners assumed for that purpose only, or who have made themselves Russian subjects. But there are scarcely any natural-born Russian subjects who are really engaged in foreign commerce on their own account.

A new tariff, which was published by the court of St. Petersburg, and began to be in force on the 1st of January 1783, was exceedingly unfavourable, or rather hostile, to the manufactures and navigation of Great Britain. The duties upon most articles of British manufacture were now increased in the proportion of from 50 to 300 per cent above the former ones established by the tariff of the year 1767. Twenty rubles per hoghead, afterwards raised to forty rubles, were imposed on beer and ale, while the duties on wines were only from 4 $\frac{1}{2}$ to 15 rubles per hoghead, if imported directly from the place of their growth, in vessels belonging to Russian subjects, whereof at least half the seamen

are Russian subjects, or to subjects of Spain or Portugal. But a quadruple duty (or 18 rubles) was imposed on the wines of Spain and Portugal, if imported in vessels not belonging to Russian*, Spanish, or Portuguese, subjects, or if not imported directly from Spain or Portugal. This article at once cut off the profitable carrying trade between Russia and the southern parts of Europe, hitherto enjoyed by British vessels. And several British merchants complained that it §, and many other articles of the tariff, were introduced by a declared enemy of the British commerce for the express purpose of distressing it.

There belonged this year to all the ports					
of England	-	6,877	vessels of the reputed burthen of	589,668	tuns,
and of Scotland	1,465	-	-	-	80,134
<hr/>					
Total	-	8,342	-	-	669,802

There were entered this year in all the ports of Great Britain, from and to foreign countries, including repeated voyages,

	British.		Foreign.		Total.	
	Vessels.	Tuns.	Vessels.	Tuns.	Vessels.	Tuns.
Inward -	7,698	812,960	2,741	312,714	10,439	1,135,674
Outward -	7,329	870,270	1,543	168,775	8,872	1,039,045

The net amount of the customs, including the West-India four-and-a-half-per-cent duty, paid into the exchequer in the course of the year, was from the custom-house in London - £2,768,320 7 4 and from the custom-house in Edinburgh - 80,000 0 0

Total net revenue of the customs of Great Britain £2,848,320 7 4

There were coined at the mint in the course of the year
 £4,860 pounds of gold, value - - £227,083 10 0
 and no silver.

* The law does not require the men to be *natural-born* subjects, nor the vessels to be built in Russia. It is therefore usual for the commanders of vessels belonging to Lubeck, Dantzick, Hamburgh, &c. to take out papers of burghership in some Russian town for themselves and half the number of their seamen, whereupon their vessels and themselves are considered as Russian in respect to duties, &c.

N. B. The statements of the Russian commerce for this and several subsequent years, together with a number of valuable observations upon the commercial connection between Russia and Great Britain, were obligingly communicated to me from his manuscript collections by William Eton Esquire,

who resided many years in Russia as secretary of the British mission.

§ Candour must allow that Russia has as good a right as Great Britain to make navigation laws; and that the restrictions complained of are copied from our own famous navigation act, with a considerable alleviation of the rigour of it. The same apology cannot, however, be offered for the injurious duties upon goods, which though bearing an appearance of impartiality as not particularizing any nation, are evidently leveled against the British trade, being peculiarly heavy upon those articles which are imported solely, or principally, from Great Britain.

The official value of the imports and exports of Great Britain from Christmas 1782 to Christmas 1783 was as follows.

Countries, &c.	Imported into			Exported from		
	ENGLAND.	SCOTLAND.		ENGLAND.	SCOTLAND.	
Africa -	£47,800 12 9			£787,563 8 0		
Canaries -	4,362 2 0			15,259 0 10		
Denmark and Norway	100,929 0 5	£30,273 11 0		168,296 4 0	£13,511 18 10	
North Faro -		651 11 3				
East Country -	674,350 13 11			145,376 10 5		
East India -	1,301,495 13 3			701,473 18 8		
Flanders -	1,038,914 18 8	73,552 18 11		975,587 12 4	15,840 3 1	
France -	84,639 18 11	2,479 9 3		98,106 8 3	3,060 19 7	
Germany -	648,027 2 9	36,083 11 11		1,245,941 19 0	13,810 16 7	
Greenland -	28,451 7 2	6,428 1 0		131 2 0		
Holland -	404,840 12 1	80,544 0 1		655,333 6 5	97,187 12 6	
Iceland -		135 8 4			16 13 4	
Ireland -	1,499,228 13 9	112,675 6 4		2,147,363 17 6	283,108 18 0	
Mann -	13,609 3 10	128 18 0		25,594 0 8	932 10 4	
Italy -	274,742 1 6	2,035 6 3		456,860 13 1	64 10 0	
Madeira -	3,303 18 10			26,919 8 9	288 12 7	
Poland -		53,965 17 8			2,832 15 10	
Portugal -	309,092 13 3	13,454 17 2		612,151 16 6	952 16 6	
Prussia -		102,111 16 8			4,592 2 9	
Russia -	1,066,096 13 8	254,670 4 5		206,795 19 3	13,063 15 11	
Spain -	419,462 4 1	3,024 1 3		589,887 13 8	4,158 5 10	
Gibraltar -	56 6 1			76,238 5 8	1,151 0 10	
Straits -				118,001 15 10		
Sweden -	211,160 14 8	28,767 17 11		63,291 10 5	3,365 5 11	
Turkey -	48,983 2 6			42,666 10 0		
Venice -	50,125 7 5			26,655 5 3		
Guernsey, &c.	68,104 2 10	3,828 8 4		69,936 5 0	3,596 2 11	
America in general		37,932 1 0			169,312 17 2	
Hudson's bay -	7,554 19 1			7,098 18 0		
Newfoundland -	58,377 9 7			149,563 3 2		
Quebec -	81,136 6 10			370,319 15 6		
Nova Scotia -	2,904 19 5			205,330 5 0		
New England -	26,350 9 6			199,558 1 10		
New York -	83,412 18 3			547,132 0 7		
Pennsylvania	30,053 7 3			239,462 5 11		
Virginia and Maryland	93,888 4 5			199,657 2 4		
Carolina -	74,589 1 5			226,736 10 4		
Georgia -	5,764 17 6			22,682 10 5		
Florida -	25,638 10 8			25,356 16 4		
West Indies in general		164,847 12 7			198,976 5 9	
Anguilla -	10,680 16 3					
Antigua -	77,022 6 1			120,334 3 5		
Barbados -	106,766 5 10			151,464 14 11		
Bermuda -	7,446 6 9			86,019 15 0		
Dominica -	80,701 7 5			42,830 12 3		
Grenada -	217,743 10 6			49,355 17 9		
Jamaica -	1,578,881 3 10			950,075 16 10		
Montserrat -	39,166 15 6			13,686 11 10		
Nevis -	35,564 13 1			11,913 16 1		
New Providence	1,356 7 2			2,527 17 8		
St. Christophers	211,849 4 0			65,079 4 2		
St. Lucia -	173,152 8 3			44,442 13 7		
St. Martin's -	1,071 14 9			31 15 0		
St. Thomas -	8,713 19 8			57,526 1 5		
St. Vincents -	74,077 3 7			20,404 10 8		
Tobago -	114,925 0 2			13,386 15 2		
Tortola -	112,772 5 6			41,149 8 0		
Buenos Ayres -				3,921 5 0		
Cap François -	6,509 19 8					
Demararay -	351 16 4					
Havanna -	2,072 4 3					
Bay of Honduras	677 18 6			3,490 14 2		
Northern fishery	163 18 6					
Southern fishery	2,106 0 0			33 6 0		
Prize goods -	463,362 14 4			725,665 10 5		
Imp. and exp. of England	12,114,644 8 8			13,851,670 10 3		
Imp. and exp. of Scotland	1,007,590 19 4	1,007,590 19 4		829,824 4 3	829,824 4 3	
Total, Great Britain	13,122,235 8 0			14,681,494 14 6		

1784, January 14th—At the commencement of the session of parliament another bill, for the better government and management of the affairs of the East-India company, was brought in by Mr. Pitt, who had lately been appointed first lord of the treasury and chancellor of the exchequer. But, notwithstanding the support of administration, it was rejected by a majority of the house of commons on the second reading (January 23^d). As the same bill, with some trifling modifications, was afterwards carried through a new parliament in this same year, it is unnecessary to go into any particular account of it here.

The peace between Russia and Turkey in the year 1774 released the Crim Tartars, who inhabit the coasts of the sea of Asof, from their dependence upon the Turkish empire. But, though they thereby obtained a nominal independence, they in fact became subject to the empress of Russia, who, after two successive princes were set up by her influence, or authority, at last thought proper to accept a resignation of the sovereignty. The Turkish emperor did not view this usurpation unmoved; and his preparations for resenting it were supported by the courts of France and Spain, who declared they were determined, that no distant power should send any hostile squadron into the Mediterranean to interrupt the trade of their subjects. It must have been exceedingly galling to the empress to see the principles of her own armed neutrality thus turned against herself, and that by the very powers who had been most benefited by it, but who now thought, they had as good a right to controul the navigation of the Mediterranean, as she and her neighbours had to controul that of the Baltic. The empress, however, by dint of management, carried her point, even without bloodshed, and the Turkish emperor formally ceded his pretensions to all the countries on the north side of the Black sea on the 9th day of January 1784. She lost no time in modeling her new territories, in which her leading principles were holding out invitations to the Greeks, whose ancestors she affected greatly to revere, to migrate from the Turkish dominions into her own, and doing every thing to attract a great and flourishing commerce to her new sea ports. In pursuance of the first of these objects, she gave Greek names to several places. The capital of the new province of Catherine-slav was called Cherson; the classic name of Taurica was revived, and superseded that of Crim; the antient name of Theodosia* was restored to Caffa, and Acht-air became Sebastopolis. For the accomplishment of the second object, which she had much at heart, she issued an edict (February 22^d), wherein, after premising, that it had ever been her wish to protect commerce in that entire freedom, which its various speculations and turns so indispensibly require, and that her late treaties with Turkey had removed the obstructions to the freedom of navigation upon

* Theodosia in antient times was celebrated as a port capable of containing a hundred vessels. [*Strabo, L. vii, p. 475.*]

the Black sea, she announced her intention of extending the same freedom of commerce to that sea, for which purpose she declared Cherfon, Sebastopolis, and Theodosia, free ports, with all the privileges enjoyed at Petersburg and Archangel, for the admission of the vessels of all nations in amity with her to export the produce of Russia, and import the produce and manufactures of other countries. She also promised the fullest enjoyment of religious and civil liberty to all transient traders and permanent settlers, with entire freedom to carry on commerce and manufactures, the traders paying the duties established by the tariffs, and the manufacturers paying such taxes as her other subjects pay, only that in case of leaving her dominions, they must pay taxes for three years to come.

March 5th—By an order of the king in council the business of the old board of trade and plantations, which was abolished in the year 1782, was revived, and their functions were transferred to a committee of the privy council appointed by the king for the consideration of all matters relating to trade and foreign plantations.

In the East-Indies the war was carried on with the greatest fierceness and obstinacy. But the events of it were such as make me rejoice, that the plan of my work does not oblige me to enter into any detail of them. At last Tippoo Saib, the son and successor of Hyder Ally, being deprived of the co-operation of his French allies by the arrival of the intelligence of the conclusion of the peace in Europe, and apprehending that he might have the Mahrattas for enemies instead of friends, consented, though not without reluctance, to make peace (March 11th.)

By the treaty of perpetual peace and friendship between the honourable the English East-India company and the nabob Tippoo Sultaun, which was to be strictly and invariably observed as long as the sun and moon shall last,

Article 2) Tippoo engaged to evacuate the whole of the Carnatic, except the forts of Amboorgur and Satgur, and to set at liberty all prisoners, the company also liberating all prisoners detained by them.

3, 4, 5) The company restored Onore, Carwar, Sadashevagada, &c. and the forts and districts of Caroor, Auracourchy, Daraparam, and Dindigul, to Tippoo, and some other forts and districts to his allies. And Tippoo promised, as soon as these restorations should be effected, to deliver Amboorgur and Satgur to the company, and thenceforth to make no claim whatever upon the Carnatic.

8, 9) The nabob Tippoo renewed and confirmed all the commercial privileges granted by his father to the company; and he promised to restore to them the factory and privileges they formerly enjoyed at Calicut, and also Mount Dilly with its district, as it formerly belonged to the settlement of Tellicherry.

The treaty was signed by the nabob, and by Messieurs Sadlier, Staunton, and Huddleston, at Mangulore (or Codial Bunder) on the 11th of March 1784.

It is pleasing to turn from the horrors of war, and the insincerity of treaties, to observe, that the ASIATIC SOCIETY was established at Calcutta in the beginning of this year by the learned and accomplished Sir William Jones, for the purpose of illustrating the history, antiquities, arts, and sciences, of Hindoostan, the antient inhabitants of which were, not improbably, in a great measure the teachers of the polite arts, of arithmetic, and of commerce, to those nations, from whom the Egyptians and Greeks acquired the knowlege, which Europe has revered *them* as the authors of *.

March—In consequence of the Irish post-office becoming independent of that of Great Britain, several regulations were enacted for the carriage of letters, newspapers, &c. between the two kingdoms, and for the settlement of accounts between the two post-offices. [24 *Geo. III*, *sess.* i, c. 6.]

The act of the last session [c. 49] for additional stamp duties was explained and amended, so that draughts on bankers, unless payable to the bearer, were subjected to the stamp duties; the receiver of the money was authorized to charge the expense of the stamp to the payer; and receipts for the purchase of the public funds, or the stock of the Bank, East-India company, and South-sea company, or for the dividends of any of them, were exempted from stamp duties, as were also receipts for drawbacks and bounties, &c. [24 *Geo. III*, *sess.* i, c. 7.]

The act of last session [c. 21] for bounties on the exportation of linen and cotton goods was now enacted to remain in force as long as the parliament of Ireland continues to give bounties on the exportation of the same articles. [24 *Geo. III*, *sess.* i, c. 14.]

March 22^d—The trustees for fisheries, manufactures, and improvements, in Scotland advertized five premiums, from £60 to £20, for the largest quantities of cod, ling, tusk, and sun (or sail) fish, caught upon the coast of Scotland, and properly cured; and seven premiums, from £15 to £3, for the greatest quantities of oil made from sun (or sail) fish; the highest premium to be given for the largest quantity.

June—The distillation of ardent spirits from corn and melasses has, unfortunately for the health, the morals, and the industry, of the people, become a plenteous source of revenue to the government, and a great and flourishing manufacture in every part of Great Britain, and especially in the metropolis, which together with its near neighbourhood pays about eleven twelfth parts of the whole duty collected in the united kingdoms. At Edinburgh the populace, having conceived that the

* I have already given some account of the state of the arts among the antient Hindoos in the early part of my work.

high price of bread was owing to the vast consumption of corn in the distilleries, riotously assembled, and attacked a large distillery at Canon-mills, and did considerable damage to it and some other distilleries in the neighbourhood of that city.

June 29th—While the affairs of the East-India company were under the consideration of parliament, it was necessary, that they should be enabled to make a dividend to the proprietors, for which purpose an act was now passed, authorizing them to pay a dividend at the rate of eight per cent per annum for Midsummer. [24 *Geo. III*, *sess.* 2, *c.* 2.]

July—The manufacturers being generally remiss, or unwilling to expose themselves individually to the revenge of the delinquents, in punishing breaches of the laws against frauds in the woollen manufactures, it was enacted that a committee of fifteen, to be chosen at a general meeting of the manufacturers in the county of Suffolk, should superintend the inspectors, and enforce the laws against frauds and embezzlements, in a corporate capacity and at the expense of a common fund. [24 *Geo. III*, *sess.* 2, *c.* 3.]

By several acts of the parliament of Scotland in the reign of King Charles II the proprietors of certain manufactures were exempted from paying customs and excise on the importation of their raw materials. But the act of union having equalized all privileges, as well as all restraints, on trade and manufactures in the united kingdoms, doubts and law suits had arisen between the officers of the revenue and two companies in Glasgow, established in the years 1674 and 1696 for manufacturing soap and cordage, concerning which the judges themselves were equally divided in opinion. It was therefor determined by parliament, in order to guard against the abuse of a privilege, which might be carried to an unlimited extent, and at the same time to do justice to the proprietors of the manufactures, to put an end to the exemption, and to give them a compensation in money, together with a discharge from all the claims of the revenue officers. [24 *Geo. III*, *sess.* 2, *c.* 7.]

In order to pay off a number of outstanding debts on account of the war, it was necessary to raise six millions by a loan, to which was attached a lottery for the further sum of £360,000. For every £100 of the loan the subscribers received £100 in the three-per cent consolidated fund, and £50 in the four-per-cent consolidated fund, together with a terminable annuity of $\frac{5}{6}$ for seventy-five years and a half; and moreover six lottery tickets at £10 for every £1,000 subscribed. [24 *Geo. III*, *sess.* 2, *c.* 10.]

An additional duty of one halfpenny per pound, with a further charge of five per cent on the amount, was imposed on all candles made in the kingdom or imported, except those made of wax or spermaceti. [24 *Geo. III*, *sess.* 2, *c.* 11.]

The governor and company of the bank of Scotland (usually called the old bank) were authorized to increase their capital, with the same preference to the proprietors in the new subscription, and proportional augmentations of the qualifications, as were directed by the act 14 *Geo. III*, c. 32. [24 *Geo. III*, *sess.* 2, c. 12.]

‘Whereas several duties and restrictions, imposed by various acts of parliament upon merchandize, are, by the alteration of the trade now carried on between this kingdom and foreign states, in some cases become an unnecessary burthen upon commerce, without producing any real advantage to the public revenue,’ the duty called the *petty custom*, and all other additional duties upon the goods of aliens, or strangers-born*, over and above the duties payable by natural-born subjects, were abolished; only that goods imported or exported in foreign vessels continue to pay as before, and no alteration is made upon any duties granted by charter to the city of London. A duty of one per cent on all trade in the Mediterranean sea beyond Malaga was also repealed: and the old subsidy was allowed to be drawn back on European or East-Indian goods carried to the British colonies in America. [24 *Geo. III*, *sess.* 2, c. 16.]

Additional duties of excise were laid upon paper, pasteboard, mill-board, and scaleboard, made in Great Britain or imported, to be rated according to the size and quality. [24 *Geo. III*, *sess.* 2, c. 18.]

The act [12 *Geo. III*, c. 50] for allowing oak bark to be imported on a low duty, when the price is £10 or more per load, which had been continued in the year 1777, was now further continued for five years; and several acts of parliament concerning manufactures of leather were extended to Scotland. [24 *Geo. III*, *sess.* 2, c. 19.]

In order to encourage the manufacture of hats, the exportation of the skins or wool of hares and conies was prohibited, and the importation of Turkey goat’s hair was permitted free of any duty. [24 *Geo. III*, *sess.* 2, c. 21.]

August 13th—‘For the better government and security of the territorial possessions of this kingdom in the East-Indies,’ it was enacted that his Majesty should be authorized to appoint one of the secretaries of state, the chancellor of the exchequer, and four other members of the privy council, to be commissioners, during pleasure, for the affairs of India, and that they should have the superintendence and controul over the civil and military government, and the revenues, of the territorial possessions in the East-Indies, and over the affairs of the East-India company, who, as subjected to their government and direction, should

* ‘This distinction between the duties upon aliens and those upon English merchants, which was begun from ignorance, has been continued from the spirit of monopoly, or in order to give our own merchants an advantage both in the home and in the foreign market.’ [Smith’s *Wealth of nations*, V. iii, p. 346, ed. 1793.]

be obliged to submit to their consideration all their minutes and accounts, and also all their letters and dispatches for India, which the commissioners are to return in fourteen days with their approbation, or disapprobation, together with their reasons for the later, under their hands, to the directors, who are to forward their letters, &c. so amended, to their servants in India.—In case of the directors neglecting, for fourteen days after requisition being made by the commissioners, to lay before them their intended dispatches, the later are empowered to prepare orders or instructions for the governments and presidencies in India, and to send them to the directors, who are required to forward them to India, unless the board of commissioners shall, upon their representation, consent to make any alterations in them. The directors are also permitted, in case they think the commissioners are extending their authority to points not connected with the civil and military government or revenues, to petition the king in council, whose determination shall be final.—But in cases, which in the opinion of the commissioners require secrecy, they are empowered to send their orders to a secret committee of three, to be chosen out of the directors, who, without imparting them to the other directors, must transmit them to the governments or presidencies in India, and in like manner convey their answers from India, which must be addressed to the secret committee under seal, to the board of commissioners.—The board of commissioners have no power to appoint any of the servants of the company.—The number of the members of the supreme council at Calcutta was directed to be reduced to three (the reduction only to take place on the death or removal of one of those now in office), and the commander in chief of the company's forces in India is to rank in the council next to the governor general.—The governments of Madras and Bombay are thenceforth to be vested in a governor or president, with three members of council, at each, the commander of the forces in the presidency being one, and possessing the rank next to the governor.—All persons holding any civil or military employment under the company are liable to be recalled or turned out of office by the king, or the directors.—The directors are to supply all offices in their service in India from their covenanted servants there, except those of governors and commanders of the forces at Calcutta, Madras, and Bombay, to which offices they may appoint any persons whatever.—The office of governor, in case of vacancy by death or removal, devolves upon the senior member of council, and not upon the commander of the forces, though next in rank to the governor, unless thereunto specially appointed by the court of directors.—If the directors neglect for two months, after receiving notice of a vacancy, to fill it up, the king may appoint a proper person by his own authority; and the person so appointed has the advantage of not being liable to be recalled by any but the king.—The directors may, if

they please, appoint eventual successors to the governor and commander of the forces at each settlement.—The orders and resolutions of the court of directors, if approved by the board of commissioners, are no longer liable to be reversed by a court of proprietors.—The governor-general and his council are invested with power to controul the other presidencies in matters relating to the native princes, and to war or peace, or in any other matters to be referred to them by the board of directors; except in matters, upon which the subordinate presidencies shall have received positive contrary orders from the court of directors or from the secret committee.—‘ And whereas to pursue schemes of conquest and extension of dominion in India are measures repugnant to the wish, the honour, and policy, of this nation,’ the governor-general is prohibited from commencing hostilities, or entering into any treaty for making war, against any of the princes of the country, unless such prince shall have begun hostilities, or made preparations for hostilities, against the company, or any prince or state dependent upon, or under the guarantee of, the company.—The governors of the subordinate settlements are to transmit accounts of all their proceedings to the governor-general, as well as to the court of directors at home; and they are not to enter into any wars or treaties, except in cases of sudden emergency or imminent danger, without orders from him; and in case of disobedience he is empowered to suspend them and their councils.—The court of directors are directed to inquire into the debts of the nabob of Arcot, and to give orders, in concert with him, for establishing proper funds for the discharge of such of them as are found to be justly due; to settle the claims and pretensions subsisting between the nabob of Arcot and the rajah of Tanjore, according to the principles of the treaty between them; and to do justice to the native landholders of various descriptions, who have complained of extortion or oppression.—The directors are also required to make every possible retrenchment in the expenditure of their establishments in India; and they are restricted from sending out any greater number of writers and cadets, or persons in any other capacity, than may be necessary to keep up the proper complement of officers or servants upon the establishment, agreeable to the returns of vacancies received from India.—All promotions, civil or military, in India, under the degrees of counselors and commanders in chief, are in future to go on in the regular progression of seniority, unless the governor of the settlement sees urgent reasons to act otherwise, which reasons, with all the circumstances of the case, must be entered in the minutes of consultation, and transmitted to the directors.—Henceforth no person is to go out in the capacity of a writer or cadet, whose age is under fifteen, or above twenty-two years, except officers, who have served at least one year in the army, the militia, or fencibles, who may be appointed, if not above twenty-five years of age.—All British

subjects, as well servants of the company as others, are declared to be amenable to the proper courts of justice, either in India or Great Britain, for all crimes and offences committed in India, in the territories of any of the native princes, or against them or any of their subjects, as much as if the crimes had been committed in the company's own territories.—All persons, demanding or receiving presents, are declared guilty of extortion, and liable to be punished, and to forfeit the whole value of the present to the king: but persons in the profession of the law and physic, and clergymen, are allowed to accept their usual fees.—The company are upon no account to release, or compound with, any person, on whom sentence or judgement has passed for any debt or penalty, or extortion or misdemeanour, nor to restore any person, who has been removed from office by the sentence of a court.—The governors are required to secure any persons suspected of illicit correspondence, or of any action tending to infringe the peace or safety of the settlement, and to bring them to trial in India, or to send them to England.—‘And for the better preventing, or more easily punishing, the misconduct of the servants of the said united company, employed in the settlements or affairs of the said company in India, by a discovery of their estates and property on their return to Great Britain,’ all persons arriving from India, after the 1st of January 1787, are required to deliver upon oath in the court of exchequer within two months after their arrival, unless prevented by bad health, an inventory of their whole property (one copy to remain in the court of exchequer, and another to be kept by the East-India company), in order to be answerable to any complaints to be made within three years by the board of commissioners, the court of directors, or any ten proprietors holding conjunctly £10,000 of India stock; and any person, proved to have concealed any part of his property, to the amount of £2,000, shall forfeit his whole property, one half to the king, and the other to the company.—No person, having returned from India and resided five years in Europe, shall be capable of again acting in any capacity in the company's service, unless he has been detained by sickness, or unless he shall be re-appointed by the court of directors and three fourths of a general court of proprietors.—Persons, holding offices under the king or the company in India, accused of extortion or other misdemeanours, are to be tried by a court constituted on purpose, agreeable to rules prescribed at large in the act; and the depositions of witnesses taken in India may be produced in evidence *. [24 Geo. III, *sess.* 2, c. 25.]

August 19th-20th—This important act was accompanied by another, which indulged the company with permission to make payment of the

* There were very keen debates in both houses of parliament, while this bill was depending: but as they threw no light upon the commercial history of the company, I have not chosen to swell my work with any detail of them.

duties owing to government by two instalments at Midsummer and Christmas 1785; made arrangements for the bills already arrived, or expected, from India; and laid down rules for ascertaining the future dividends on a certain basis, so as to obviate the necessity of applying to parliament every half year upon that business. [24 *Geo. III*, *sess.* 2, c. 34.]

The excise duty of eight pence a pound upon wax candles being found to promote smuggling in that article, it was lowered to three pence; and spermaceti candles were rated at the same duty. A duty of two pence a pound, with an addition of ten per cent upon the amount of it, was at the same time laid upon all wax imported. [24 *Geo. III*, *sess.* 2, c. 36.]

The rate of postage on letters carried by the general post was now increased: and in order to prevent frauds in franking letters, and also to circumscribe the privilege of franking within narrower bounds, the members of parliament, and others having right to send letters free of postage, were required, not only to write the whole address (as by the act 4 *Geo. III*, c. 24), but also to add the name of the post town from which the letter is sent, and the date written in words, besides the member's own name; so that the letter, if put into the post-office on any other day, is charged with the postage *. [24 *Geo. III*, *sess.* 2, c. 37.]

The damage sustained by the fair dealer from the illicit trade carried on by smuggling was now grown to such a height, especially in the importation of tea, that it was computed, that scarcely a third part of the quantity of that article, consumed in Great Britain, was fairly imported †. Tea, from the universal use of it in this country, the high premium for smuggling it, (high duties being the true premiums to smugglers ‡) and the convenient removal of it in small handy parcels, was

* This improvement upon franking was suggested by Mr. Palmer, whose excellent plan of employing mail coaches will be noticed presently.

† Mr. Richardson, the accountant of the East-India company, and author of the commutation plan, having stated the quantity of tea imported into all parts of the continent of Europe, on an average of nine years, 1772-80 to be 13,198,201 lb. says, that the best information procurable estimates the annual consumption of tea on the continent to be at most only

5,500,000

and therefor there must have been smuggled into the British dominions

7,698,201

(See Raynal's estimate of the teas in the year 1766, above, *V. iii*, p. 454.)

He estimates the quantity of tea annually consumed in the British dominions to be at least

18,000,000

The quantity sold by the East-India company (exclusive of pri-

vate trade, then but trifling) on an average of ten years, 1773-82

5,742,464

Hence it is evident, that the large quantity of

12,257,536

pounds must have been smuggled, or factitious tea made of the leaves of ash, sloe, liquorice, &c.

‡ 'High taxes, sometimes by diminishing the consumption of the taxed commodities, and sometimes by encouraging smuggling, frequently afford a smaller revenue to government, than what might be drawn from more moderate taxes.'

'When the diminution of revenue is the effect of the diminution of consumption, there can be but one remedy, and that is the lowering of the tax.'

'When the diminution of the revenue is the effect of the encouragement given to smuggling, it may perhaps be remedied in two ways; either by diminishing the temptation to smuggle, or by increasing the difficulty of smuggling. The temptation to smuggle can be diminished only by the lowering of the tax.' [Smith's *Wealth of nations*, *V. iii*, p. 354, ed. 1793.]

perhaps of all others the most valuable article to the smuggler ; and it is certain, that an encouragement to smuggle such a leading article operates at the same time as an encouragement to bring many others along with it, which would not be brought at all, except, as it were, in the train of a more capital, or more convenient, article. The defalcation of the revenue by smuggling, which the committee of the house of commons estimated at not less than two millions a-year, was also an object, which powerfully attracted the attention of administration. It was therefor thought adviseable to lower the duties on some of the articles, which composed the smugglers' cargoes, and especially on tea, which was justly considered as the basis of their whole trade. But, as it was uncertain, how far the increased consumption of tea legally imported would make up for the diminution of the rate of duty, it was proposed to raise at least £600,000, the estimated amount of the intended reduction from the former duties, by a duty upon houses, an object of taxation, which could not be secreted from the collectors of the revenue, as a *commutation* for the deduction from the tea.

It was therefor enacted, that the existing duties upon tea should be repealed ; and, instead of them, all teas, to be delivered from the warehouses of the East-India company after the 15th day of September 1784, should be charged with a duty of *twelve and a half per cent* computed upon the sale price, which the company are required to receive from the buyers, and to pay to the collector of the customs. Teas, exported to any place to which a drawback is allowed, may be shipped from the warehouses free of duty, or may draw back the whole duty, if it has been paid. And it being reasonable that the ' company should, in consideration of the great benefit which may result to their commerce ' from the reduction of duties hereby made, contribute their utmost ' endeavours for securing to the public the full benefit, which will arise ' from an immediate and permanent reduction of prices,' they were directed to make four sales of tea every year, and to put up at least 5,000,000 pounds at the first sale, 2,500,000 pounds at the second, and thereafter such quantities as may be judged sufficient for the demand. And that the company might take no advantage of the *real monopoly* of tea, which this act would throw into their hands, they were obliged to put up the teas at the four first sales to be made after passing this act at the following prices, viz.

Bohea tea	-	1/7,	Souchong and Singlo	-	3/3,
Congo	-	2/5,	Hyson	-	4/11,

and to sell them without reserve, if but one penny per pound above these prices were offered. They were besides at all times to keep on hand a sufficient stock of teas for at least one year's consumption, and to put them up to auction at a price not exceeding the prime cost and charges, including freight and insurance, whereby their profit was made to consist in the advance given by the buyers above the upset price.

In consideration of the saving made to the consumers of tea, an additional duty was laid on all houses (except those exempted on account of poverty from paying to the church and poor) which is rated on the number of windows, and rises by a progression similar to that in the former rates of the window duties.

At the same time the inland duties of excise upon coffee and chocolate nuts, which had been lowered last year, [*Act 23 Geo. III, c. 79*] were entirely abolished; and an additional custom was imposed upon them, viz.

Cocoa (or chocolate) nuts of the British plantations,	-	6d,
Of foreign growth	-	1/6,
Coffee	British -	6d, foreign 2/6,

per pound, with an addition of ten per cent computed upon the amount; these duties to be paid on the goods, if consumed at home; but not to be paid at all, when they are intended for exportation, and are warehoused under the keys of the revenue officers. [*24 Geo. III, sess. 2, c. 38.*]

This act conferred a most substantial benefit upon the East-India company: for the ingenuity of the British manufacturers was now making such rapid progress in muslins, calicoes, and other fabrics of cotton, silk goods, porcelain, &c. that there was a prospect of there being soon very little demand for any of those articles from the East. Tea has accordingly since the year 1784 become the most important article of their commerce, and the sales of it have increased above threefold.

The company immediately set about securing the advantages to be derived from the act; and in order, not only to increase their stock of tea in proportion to the enlarged demand, but also to cut off every opportunity of smuggling*, they bought up all the teas they could find in every part of Europe; the importers of which, having provided them chiefly for the supply of the smuggling trade to this country, were thereby relieved from what must have been in a great measure a dead stock in their hands, and could have no inducement to replace them by new importations from China†.

The commutation act was accompanied by another one, intended to suppress all the other branches of smuggling, which, the preamble observes, was now carried on by large armed vessels, and by numerous gangs of smugglers on the land, who set the laws and the officers of the revenue at defiance. Any vessel found at anchor, or hovering within the limits of any port, or within four leagues of the coast, unless com-

* It had been proposed, though not finally enacted, that in case the company should at any time take an unfair advantage of the public by raising the price of tea too high, the free importation of it from the continent should be allowed.

† Under the year 1789 will be given a view of

the number of ships belonging to European and American owners, which were that year at Canton, and under the year 1795 a review of the British and other ships at Canton during a period of ten years.

pelled by stress of weather, and having onboard any spiritous liquors in casks of less than sixty gallons (except for the use of the seamen, and that not exceeding two gallons for each), or having six pounds of tea, or twenty pounds of coffee, or any goods liable to forfeiture on importation; and any vessel, not exceeding sixty tons burthen, having onboard any wine in casks, are made liable to forfeiture; unless, the quantity of smuggled goods being very small, it can be proved, that they were put onboard without the knowledge of the owner or commander. All cutters, luggers, shalops, and wherries, owned in whole or in part by British subjects, and built with clench work (or clinker-built), unless they are square-rigged, or, being sloops, have standing bowsprits, and all vessels, whose length exceeds three feet and a half for every foot in breadth (except lighters and barges for inland navigation), or carrying above two carriage guns, not exceeding four-pounders, and two muskets for every ten men, are liable to forfeiture; unless they be in the service of the public offices, or upon voyages from the Mediterranean, America, Africa, or India, or have a licence from the admiralty. Tea and spirits, removed without permit, are liable to be seized by the officers of the customs, as well as by those of the excise: and any officer acting collusively, or taking a bribe, is liable to a fine of £500, and to be incapacitated; and the person offering a bribe is also liable to a fine of £500. [24 Geo. III, *sess.* 2, c. 47.]

There was an unsettled, or floating, debt in consequence of the war, due by the public, in navy and victualing bills and ordinance debentures to the amount of about fourteen millions, which were circulating at a heavy discount of from 15 to 20 per cent, and consequently depressed the whole of the funds, insomuch that the three-per-cent consols (the standard for all the others) which soon after the peace had got up to $69\frac{3}{4}$, had sunk in January to $53\frac{7}{8}$, and were now about 56 *. It was therefor determined to fund those debts. But to avoid throwing in too great a quantity of new stock upon the market, which must have a bad effect upon the new loan, and upon the funds in general, the sum was divided; and those bills, which were made out before 30th June 1782, were now funded on the terms of £107:10:6 of a new joint fund, bearing an interest of five per cent, for every £100 †. [24 Geo. III, *sess.* 2, c. 39.]

Additional duties were laid upon all linens, printed, painted, stained, or dyed, in Great Britain: and duties were laid upon all stuffs made of cotton, or of cotton and linen mixed, and on licences for bleaching or dying them. [24 Geo. III, *sess.* 2, c. 40.]

* They continued still to fall, notwithstanding above six millions being now taken from the floating debt, till October 1784, when they were at $54\frac{1}{2}$. After that they gradually rose, and never fell so low again till the year 1797.

† Those, who bought bills at 20 per cent discount, thus received £107:10:6, or an income of £5:7:6 $\frac{1}{2}$ in return for £80, being an interest of about 6 $\frac{3}{4}$ per cent. Or, if they sold their stock at par, they had a profit of above 34 $\frac{1}{2}$ per cent.

A great variety of regulations were made for preventing smuggling in the process of distillation, and in the removal and sale of spiritous liquors. An exemption from the excise duties, granted to the lands of Ferintosh in Inverness-shire by the parliament of Scotland, was resumed on payment of an equivalent to the proprietors. And several additional duties laid upon rum of late years were suspended for two years. [24 *Geo. III*, *sess.* 2, *c.* 46.]

Additional duties of 2/9 per pound of 24 ounces on raw silk, and of 2/ per pound of 16 ounces on thrown silk, payable upon importation, and of £1 : 1 : 0 per fodder or tun on lead, payable upon exportation, together with a further charge of ten per cent computed on the amount of those duties, were now imposed. At the same time various bounties, from 4d to 2/8 per pound weight, were allowed on the exportation of goods made of silk (except silk gauzes), or of silk mixed with other articles. [24 *Geo. III*, *sess.* 2, *c.* 49.]

The estates in Scotland, which had been forfeited by the noblemen and gentlemen engaged in the rebellion in the year 1745, were now restored to their heirs, they repaying the sums which government had paid as debts upon them, when they were annexed to the crown. The money, to be thus paid, was destined to the patriotic purposes of completing the register office for the reception of all the public records and papers of Scotland, of completing the great canal between the Forth and the Clyde, and of facilitating intercourse in the Highlands by the construction of roads and bridges. For the register office £15,000 were allotted. £50,000 were added to the stock of the proprietors of the canal, who were restricted from making any dividends till all their debts are paid, including interest on their own advances as well as on this sum of £50,000; after which the dividends arising from it are appropriated to constitute the fund for the Highland roads and bridges. [24 *Geo. III*, *sess.* 2, *c.* 57.]

Four several acts were passed this year for temporary prolongations of the act [23 *Geo. III*, *c.* 39] for preventing certain instruments from being required from vessels belonging to the United States of America, and vesting the king with powers to regulate the commerce with them. [24 *Geo. III*, *sess.* 1, *c.* 15; *sess.* 2, *cc.* 1, 23, 45.]

Notwithstanding the great improvements upon the roads, whereby the several stage coaches, diligences, carriage waggons, &c. had of late years been enabled greatly to augment their speed in conveying passengers and goods, the post still continued to follow the old routine; and instead of being, as it ought to be, the most expeditious and safest conveyance, it was almost the slowest and the most liable to be robbed. As a proof of this, it may be observed, that the diligences between Bath and London at this time ran the distance in about seventeen hours, while the post took forty hours; and on other roads the difference in

their rate of traveling was nearly in the same proportion. The natural consequence of such a difference in point of dispatch was, that a very great number of letters were sent by those conveyances, the law being easily evaded by giving them the form of small parcels.

Mr. Palmer, the comptroller-general of the post-office, observing that stage coaches were established to every part of the kingdom, conceived that a more expeditious and safer conveyance of the letters than the present very defective carriage of them might be obtained, and that even at a smaller expense, by contracting with the proprietors of the coaches for the carriage of the mail, and exempting them from paying any tolls on the roads, they obliging themselves to perform the journey punctually in a stipulated time, and carrying a guard all the way, who should be paid by the post-office.

Mr. Palmer's scheme, after encountering the obstructions usually thrown in the way of innovations, whether good or bad, was made trial of; and the first mail coach started from the post-office for Bristol on the evening of the 2^d of August. The superiority of the conveyance with respect to safety and dispatch soon became so evident, that the use of mail coaches has since been extended to every part of the three kingdoms; letters are dispatched to most places from the general post-office every day; and they are carried in half the time, and to some places in a quarter of the time, they used to be upon the road. The superior dispatch also enables the post-office to send out the letters early in the day, and the office, in consequence of that improvement, is shut at seven in the evening, instead of receiving letters till midnight.

Mr. Palmer was also the author of a number of judicious improvements in the internal economy of the post-office, in consequence of which the business is transacted with a degree of regularity and expedition formerly unknown.

In consequence of these important improvements the revenue of the post-office has been greatly advanced, and the public have been much better served.

A town had been founded for the reception of the American loyalists at the mouth of the River S^t. John on the mainland of Nova Scotia, and on the west side of the Bay of Fundy, which was now not inferior to Shelburne (lately erected on the south point of the peninsula of Nova Scotia) in point of population and advancement. It being thought expedient by government to divide Nova Scotia into two provinces, this new foundation was appointed, by the name of the city of S^t. John, to be the capital of New Brunswick, which was the appellation bestowed upon the western part of the country, the name of Nova Scotia being henceforth restricted to the peninsula.

The stoppage, or pause, of the *caisse d'escompte* in Paris having excited more of the attention of Europe, than may seem naturally due to the

importance of a banking company, whose original capital was but half a million sterling, it is proper now to observe, that the government of France interfered in their favour, and that that interference was not, as it sometimes happens in like cases, prejudicial, but of real service, to the affairs of the company, who, though embarrassed by their advances to government (which turned out to be the real and only cause of their distress) had never been insolvent. The addition of about £125,000 sterling to their capital by a new subscription, together with some prudent regulations established by the proprietors, in a very short time restored their affairs, and raised them to so prosperous a condition, that in about ten months after their stoppage their stock rose to the astonishing price of 235 per cent, a price almost sufficient to make the public apprehensive of a repetition of the Mississippi scheme (14th August).

During the war the French had been driven by necessity to admit the entry of foreign vessels in their West-India islands, that they might take all their own seamen onboard their ships of war, and that their islands might not be starved by the total failure of the supplies, which ought to have been conveyed by their own merchant ships. And the Spaniards, in spite of their characteristic extraordinary jealousy, were obliged to adopt the same expedient. But the temporary advantage was productive of consequences permanently ruinous to their commerce, and to their naval power, which it was intended to support. The West-Indian produce, which ought to have gone home to France, was carried to America and other countries in return for provisions, lumber, and manufactures. The merchants of France, thus thrown out of their trade, became bankrupts in great numbers. The national revenue deeply felt the loss of the best branch of the national trade. And the navy, which at all times depended chiefly upon the West-India trade for a supply of seamen, must have been laid up, if the war had continued another year. The French and Spanish governments, fully sensible of the very great distress, and of the ruinous policy, to which the necessity of their affairs had driven them, immediately after the preliminaries of the peace were signed, began to take measures for abridging, and soon after totally abolishing, the liberty they had given to foreigners in their West-India ports. In March 1784 the French confined the Americans, who had hitherto been admitted in several ports of S^t. Domingo, to the one harbour of Cap Nicholas Mole; and at the same time limited their exports to the two articles of melasses and rum (taffia*), and threatened to seize all vessels, which should be found in any other port of the island after the 10th day of April, or which should be found having onboard more

* In the French West-Indies the taffia was made so exceedingly bad, in consequence of the restrictions of the government, that the people of Cap Nicholas were very glad, when they could quietly get an opportunity of purchasing a puncheon of Jamaica rum.

sugar and coffee than would be necessary for their passage. In consequence of the monopoly thus given to the Mole, the two articles of tolerated exportation immediately rose there to an extravagant price.

But these regulations were soon after set aside by a new arret, dated 30th August 1784, but not published till the 30th of November. By this order the Carénage at S'. Lucia was continued a free port; and new ones were opened at S'. Pierre in Martinique, Pointe a Pitre in Guadaloupe, and Cayes S'. Louis in S'. Domingo, Cap Nicholas Mole being thenceforth shut up. Foreign vessels, of at least sixty tuns*, loaded with timber of all kinds, dye-woods, coals, live stock, salt beef (but not salt pork) salt fish, rice, legumes, raw or tanned hides, peltry, rosin, pitch, and tar, were allowed to enter in those ports, and dispose of their cargoes. And all vessels so loaded, or in ballast, were permitted to take onboard only melasses and rum (tassia) and goods brought from France †, on paying the local duties, established, or to be established, in each colony, with a further duty of one per cent ad valorem on all imports and exports. A further duty of three livres was imposed upon every quintal (or hundred-weight) of salt beef, cod, or other fish, in order to form a fund for premiums to be given on salt cod and other fish from the French fisheries; but salt meat, carried from France in French vessels, was exempted from those duties. In each free port commissaries, appointed by the resident French merchants and the French commanders of vessels, were empowered to watch over the strict observance of this order, and, at their pleasure, to visit all vessels at their arrival and departure.

It is evident from the whole tenor of this arret, that, while it professedly holds out liberty and advantage to foreigners, it in fact only allows the importation of articles, which the islands may be in need of, and the exportation of articles, which are of no kind of use to themselves, either in the West-Indies or at home; the sale of the goods imported being moreover entirely at the mercy of the resident French merchants by virtue of the controuling powers vested in *their* commissaries. A policy, founded on such narrow principles of monopoly and self-accommodation, could not be expected to produce any permanent commercial intercourse, which can only flourish by the reciprocation of advantages, and the enjoyment of every degree of liberty consistent with the simplest and easiest commercial regulation.

The French, however, still allowed Dunkirk, L'Orient, Bayonne, and Marseille, to remain open as free ports to allure the envied trade of America to their own country. And, in addition to the permission formerly granted to the citizens of the United States of America, of touch-

* 'Du port de soixante tonneaux *au moins*.' Qu. if it should not rather be *ou moins*? and, if so, the translation is, *not exceeding sixty tuns*, the limitation of tunnage proposed by the advocates for the admission of American vessels into our islands.

† This arret was, perhaps ignorantly, explained

by some of those who proposed to invest the Americans with the full enjoyment of the rights of British subjects in the West-Indies, as giving them full permission to take onboard every article of the produce of the French islands. How truly the reader of it may easily judge.

ing for provisions at Bourbon and the Isle of France in the Indian ocean, they now indulged them with the liberty of disposing of their cargoes of American produce at those islands, and loading with the commodities of the islands, or those of the East-Indies and China in return.

The arrival of a sloop loaded with East-India goods at New York this summer diffused great joy among the inhabitants of that city, who thought the importation of such articles, without the mediation of European merchants, a splendid commercial acquisition. The commander spoke highly of the civility of the Dutch at the Cape of Good hope, but complained that he had been very uncivilly treated at St. Helena *.

The rejoicing of the people of New York upon the arrival of an East-India cargo was not the only proof given by the inhabitants of the United States of their eagerness to assume the character of a great commercial nation, and to go largely into distant foreign trade, contrary to the judgement of some of the wisest of their fellow-citizens†. The legislature of Connecticut about this time made a law, conferring several privileges upon every person, who should annually import goods from Europe, Asia, or Africa, of the value of not less than £3,000; without paying any attention to exportation; which in the politico-commercial arrangements of all other nations is constantly the favourite object. And the congress about the same time recommended to the legislatures of the different states a general resolution to prohibit for fifteen years the importation and exportation of every species of merchandize in any vessels belonging to foreign powers, not connected with the American states by treaties of commerce. Though this prohibition was principally leveled against Great Britain, yet the French and Spaniards, as we have just seen, were not more indulgent to the commerce of America with their West-India settlements.

The spirit of innovation, lately sprung up in Ireland, had already been productive of concessions to that country, infinitely greater than had been expected or hoped for. It is the nature of such popular ferments to run beyond the original object. Such was the effect of them in America; and such it now appeared in Ireland‡. The freedom of commerce had not hitherto been productive of so many, or so great, advantages as had, perhaps too sanguinely, been expected. Several of the Irish merchants, in their eagerness to enjoy the new-acquired advantages of

* Though I do not find when the first American voyage to India took place, there must have been at least one earlier than this, as Mr. Coxe says, that the Philadelphians 'commenced the American trade with India and China.' [*View of the United States*, p. 483.]

† For the sentiments of Mr. Jefferson, now (1801) president of the congress, see his *Notes on*

Virginia, pp. 273-293, ed. 1787, or an extract in this volume, p. 26.

‡ The proposals for reforming the parliamentary representation and for releasing the Roman-catholics from the restraints laid upon them by the caution, or jealousy, of a preceding age, however important, do not come within the plan of this work.

foreign trade, seem almost to have forgot, that foreign trade can only be supplied from the *redundance* of capitals, commodities, and manufactures, over the demand for home consumption; and, sacrificing the greater object to the lesser, precipitately pushed all kinds of goods to America and other countries*, and were much disappointed at finding their remittances flow and precarious. The consequence was, that the manufactures of the country, which, next to agriculture, ought to be the first object of attention, as the basis of all trade, were starved for want of capital; and the operative manufacturers, with the lower classes of the community in general, were in the greatest distress, and consequently discontented and riotous. While things were in this situation, a great number of the people, misapprehending the cause of the distress, and not advertent that a retaliation on the part of Great Britain must inevitably ruin their linen manufacture, took it into their heads, that, if foreign manufactures, including British, could be entirely shut out by high duties, those of Ireland could not fail to flourish. The consequence was, that a general outcry was raised for protecting duties, as they were called, which was succeeded by the adoption of non-importation agreements in every part of the country. So general was the voice of the people in favour of this expedient, that even the grand jury of the city of Dublin, who had usually been under the influence of the court, on this occasion gave their sanction to the popular agreement: and the parliament of Ireland, though they refused to enact the protecting duties, laid duties on British refined sugar, beer, wire, and printed calicoes, in order to give a preference to their own manufactures of those articles. It was, however, scarcely possible, that every one should resist the temptation of advantage to be reaped by breaking through the non-importation agreement. But those who ventured to transgress, as soon as they were discovered, were subjected by the populace to the American punishment of tarring and feathering†. A magnificent coach was also smeared over with tar, and covered with feathers, because it was made by Mr. Hatchet of London: and it was said to have been in agitation to treat the lord-lieutenant himself with a dress of this new species of Irish manufacture.

Great exertions were afterwards made by the parliaments of both kingdoms to produce a regular and permanent system of commercial regula-

* Many of the Irish goods exported were of such defective quality, owing to the infant state of most of the manufactures, that the character, and consequently the interest, of Irish manufactures and commerce were very much injured by their premature appearance in foreign markets. [See *Walker's Essay on the manufactures of Ireland*, p. 77.]

† I call it an American punishment in compliance with the general belief of the Americans being the inventors of it. But its origin is at least as

old as the expedition of Richard I to the Holy land. The dose, when administered according to the royal prescription, was much more severe than the modern democratic application; for King Richard ordered that thieves should have *boiling* pitch poured over their heads, and then be covered with feathers, as a mark to know them by; besides which they were to be cast onshore on the first land to be seen afterwards. [*Howeden, inter Script. pref. Beulam*, f. 379 b.]

tions upon the principle of reciprocal advantage to both countries, as will appear in the history of the following year. The information, which was laid before the parliament in the course of that business, has enabled me to make up the following retrospect of the commerce of Ireland from the commencement of the present reign down to the 25th of March * 1783, as extracted from the custom-house books of Ireland; the sums being of course in Irish currency.

IRELAND in the years ending 25 th March - - -	1761	1762	1763	1764	1765
exported to GREAT BRITAIN	£1,494,499	£1,649,295	£1,562,400	£1,682,196	£1,693,197
and imported from ditto -	1,096,989	1,338,325	1,284,891	1,567,683	1,439,969
exported to GREAT BRITAIN	†1769	1770	1771	1772	1773
and imported from ditto -	£2,266,152	£2,408,839	£2,514,040	£2,405,507	£2,178,664
	1,776,996	1,878,599	1,806,733	1,586,624	1,679,212

IRELAND exported to -		Great Britain.	Brit. Colonies.	Rest of the world.	Totals.
Irish produce and manufactures	-	£2,113,850	£243,218	£444,976	
and foreign goods - - -	-	3,835	16,784	10,682	
in the year ending 25 th March	1774	2,117,685	260,002	454,758	£2,832,445
Irish produce and manufactures		2,376,518	247,141	492,055	
and foreign goods - - -		3,340	19,569	4,414	
	1775	2,379,858	266,710	496,469	3,143,037
Irish produce and manufactures		2,547,401	253,839	438,097	
and foreign goods - - -		3,751	10,960	6,641	
	1776	2,551,212	264,799	444,738	3,260,749
Irish produce and manufactures		2,547,133	298,612	258,094	
and foreign goods - - -		5,164	32,765	5,764	
	1777	2,552,297	331,377	264,458	3,148,132
Irish produce and manufactures		2,712,492	273,730	239,359	
and foreign goods - - -		5,654	27,286	4,280	
	1778	2,718,146	301,016	243,639	3,262,801
Irish produce and manufactures		2,252,977	224,820	224,247	
and foreign goods - - -		3,682	16,203	5,186	
	1779	2,256,659	241,023	229,433	2,727,115
Irish produce and manufactures		2,381,235	301,402	320,614	
and foreign goods - - -		3,664	2,849	2,414	
	1780	2,384,899	304,251	323,028	3,012,178
Irish produce and manufactures		2,180,215	342,078	358,137	
and foreign goods - - -		7,191	5,246	3,167	
	1781	2,187,406	347,324	361,304	2,896,034
Irish produce and manufactures		2,699,826	344,279	331,588	
and foreign goods - - -		9,941	4,271	10,694	
	1782	2,709,767	348,550	342,282	3,400,599
Irish produce and manufactures		1,937,892	381,617	584,223	
and foreign goods - - -		51,398			
	1783	1,989,290	381,617	584,223	2,965,130

* That is the day, to which the annual accounts are made up in the custom-house of Dublin.

† I have not obtained any satisfactory account of the exports in the years 1766-68.

A. D. 1784.

IRELAND imported from		Great Britain.	Brit. Colonies.	Rest of the world.	Totals.
in the year ending 25 th March		1774.	1775	1776	1777
		£1,711,173	£147,384	£599,474	£2,458,035
		1,739,544	185,216	583,656	2,508,416
		1,875,520	167,341	611,092	2,654,559
		2,233,192	130,622	760,115	3,223,929
		2,076,461	81,700	678,642	2,836,803
		1,644,771	71,036	480,128	2,195,935
		1,576,636	35,142	515,802	2,127,580
		2,432,418	43,276	647,337	3,123,031
		2,357,946	67,130	569,189	2,994,265
		2,214,337	118,145	679,289	3,011,771

Exports of the following articles from Ireland for the years ending 25th March

	1769	1770	1771	1772	1773	1774	1775	1776	1777	1778
Linen, . . yards	17,790,705	20,560,754	25,376,808	20,599,178	18,450,700	16,916,674	20,205,087	20,502,587	19,714,638	21,945,729
Cambrick . . 100			1,163		30	421				
Beef * . . barrels	205,368	208,269	201,010	200,829	215,191	187,494	192,452	203,685	168,578	190,695
Pork * . .	40,039	43,947	42,519	44,713	51,112	52,328	50,367	72,714	72,931	77,612
Tallow . . cwt.	49,089	48,261	46,843	44,981	39,921	41,350	42,296	50,549	48,502	38,450
Hides, raw, . n ^o .	89,062	102,943	98,616	90,323	62,142	67,044	79,892	71,297	57,438	51,714
— tanned, —	23,904	28,187	41,073	65,643	57,836	41,238	56,890	37,277	26,953	27,819
Butter . . cwt.	315,153	262,717	238,800	288,457	272,399	270,096	264,140	272,411	264,181	258,145

A view of the fish trade of Ireland has been already given in V. iii, p. 725.

The trade of Ireland with America and the West-Indies does not appear to have hitherto become very considerable. The following are the principal, or largest, articles of the

Exports and Imports.

	1780	1781	1782	1783	1784		1780	1781	1782	1783	1784
Beef . . barrels	49,806	60,867	50,222	48,336	43,279	Sugar . . cwt.		7,384	18,681	33,869	27,492
Pork . .	42,205	29,470	29,408	38,292	29,252	Rum . . gal.	332,489	69,473	157,053	29,074	153,592
Tallow . . cwt.	1,432	1,057	1,271	1,024	914	Cotton . . cwt.		829	311	1,105	981
Candles . .	3,237	4,616	6,344	6,644	8,522	Cacao nuts				335	
Soap . .	1,219	1,416	1,536	2,018	3,915	Indigo . . lb.	1,008	8,374	4,980	6,294	6,183
Shoes . . pounds	2,114	17,819	8,363	12,695	47,011	Tobacco . .		325,942	295,834	789,087	3,076,824
Herrings . barrels	15,004	12,304	24,915	35,962	22,713	Tar . . barrels					653
Salmon . . tuns	35	76	73	70	63	Rice . . cwt.		109			
Drapery, new, yds	2,472	44,047	30,429	125,226	259,141	Pot-ashes .					226
— old . .		2,396	3,851	24,588	28,450	Lint-seed . hds.	1,775	927	868	169	21,184
Frize . .		1,198	800	84	2,738	Train oil . gal.	24,489	16,466	22,998	43,743	30,985
Flannel . .		11,303	3,913	5,609	30,067	Barrel staves, . n ^o .	2,420	3,028	6,345	2,541	12,691
Linen . .	234,648	347,707	225,195	632,159	3,540,691	Bullion . ounces		109			

During these years Ireland had no concern in any trade with Africa.

Value of the goods of all kinds exported from Ireland to Great Britain in the

years ending 25 th March	1774	1775	1776	1777	1778	1779	1780	1781	1782	1783
Linen . . .	£1,237,122	1,458,544	1,435,111	1,387,584	1,542,749	1,335,043	1,219,921	961,456	1,646,138	1,014,198
Linen yarn . .	175,160	183,593	216,915	178,190	168,653	214,020	254,220	223,215	169,126	214,878
Wool . . .	503	1,004	536	867	833	1,939	1,082	552	1,482	1,031
Worsted and bay yarn . . }	95,881	118,346	129,791	170,055	184,134	151,409	127,321	122,786	125,732	100,016
All other articles	605,178	615,032	765,114	810,436	816,124	650,564	778,091	872,206	757,346	607,769
Totals † . . .	£2,113,850	2,376,518	2,547,461	2,547,132	2,712,492	2,252,976	2,381,235	2,180,215	2,699,826	1,937,892

** The real exportation of provisions from Ireland is very much increased in time of war by the demands for the navy, which do not appear in the custom-house accounts. The unsteadiness of the provision trade is one of the many reasons, why it should not be considered as the most important article of Irish commerce.

† A trifling excess or deficiency may be found in some of the totals, owing to the omission of the columns of shillings and pence in this abstract.

Quantities of the principal articles of export from Ireland to Great Britain in the years ending 25th March

	1780	1781	1782	1783	1784
Barley - - - quarters . .	855	668	948	15,728	4,683
Beans - - - - - . .	933	393	844	353	
Malt - - - - - . .	12		50		1
Oats - - - - - . .	93,678	47,948	85,059	21,489	14,742
Peas - - - - - . .	64	44	137	8	
Wheat - - - - - . .	424	8,683	29,595	2,954	324
Hides, raw, - - - number . .	63,788	88,579	57,196	54,789	42,744
----- tanned - - - . .	366	26	629	82	14
Linen, plain - - - yards . .	18,298,815	14,421,835	24,692,072	15,212,968	21,128,150
----- coloured - - - . .			767		
Beef - - - - - barrels . .	89,697	94,701	67,245	78,108	31,867
Pork - - - - - . .	49,301	72,871	48,851	44,408	15,610
Butter - - - - - cwt. . .	135,465	155,702	124,575	114,029	147,028
Wool - - - - - stones . .	2,165	1,104	2,965	2,063	2,264

Quantities of linen exported to all other countries.

Plain - - - yards . .	636,725	278,231	826,737
Coloured - - - - - . .		73,655	166,127

The following is a more particular account of *the trade of Ireland with Great Britain* in the year ending 25th March 1783.

IRELAND exported to ENGLAND,			and		to SCOTLAND.		
	Quantity.	Value.			Quantity.	Value.	
Bacon hams and flitches		£4,586	Hams . . . cwt.	328		£491	
Beef . . . barrels	68,491	102,737	Beef . . . barrels	9,617		14,426	
Butter . . . cwt.	108,871	217,743	Bullocks and cows	233		1,165	
Barley . . . quarters	14,758	23,613	Horses . . .	370		2,256	
Oats . . . - - -	15,742	7,674	Butter . . . cwt.	5,158		10,316	
Wheat - - - - -	2,954	6,498	Barley . . . quarters	630		1,008	
Peas and beans - - -	361	361	Oats . . . - - -	5,747		2,802	
Flour . . . cwt.	6,146	4,610	Oat meal . . . barrels	4,768		2,503	
Herrings . . . barrels	823	617	Flour . . . cwt.	720		540	
Salmon . . . tuns	53	639	Herrings . . . barrels	142		106	
Glue . . . cwt.	746	1,244	Hog's lard . . . cwt.	62		93	
Hog's lard . . . cwt.	3,575	5,362	Hides, tanned . . . n ^o .	47		78	
Hides, tanned . . . n ^o .	335	558	----- raw . . . - -	4,585		6,113	
----- raw, . . . - -	50,204	66,938	Linen . . . yards	990,261		66,017	
Kelp . . . tuns	1,228	1,842	Linen yarn . . . cwt.	1,799		10,793	
Linen . . . yards	14,222,707	948,180	Worsted yarn . . . stones	259		129	
Linen yarn . . . cwt.	34,003	204,016	Pork . . . barrels	3,554		1,778	
Cotton yarn . . . pounds	2,436	122	Calf skins . . . dozens	3,992		500	
Worsted yarn . . . stones	66,418	99,627	Tallow . . . cwt.	626		1,253	
Pork . . . barrels	40,856	61,284	Articles of less value . . .			1,530	
Rabbits fur . . . pounds	5,539	1,385					
Rape seed . . . quarters	3,283	5,335					
Silk manufactures, pounds	220	1,145					
Calf skins . . . dozens	17,881	20,116					
Lamb skins . . . cwt.	2,216	4,986					
Goat and rabbit skins		390					
Tallow . . . cwt.	30,040	62,081					
Wool . . . stones	20,064	1,032					
Articles of less value, none } of them being £1,000 }		10,072					
Total		£1,865,393					

IRELAND imported from ENGLAND,

	Quantity	Value.
Ale and beer . bar.	54,175	£54,175
Arms . . .		1,039
Bark . . bar.	88,417	30,946
Battery . . cwt.	1,159	8,401
Books . . .		2,414
Bullion . . ounces	19,540	6,513
Bottles . . doz.	38,755	6,657
Candle wick . cwt.	491	1,595
Chalk . . .	2,241	2,241
Cheese . . .	3,628	5,441
Coaches, &c. . .		3,422
Coals . . tuns	220,285	165,214
Coffee . . cwt.	482	4,824
Copper plates, &c.		7,253
Barley and malt . qurs.	23,301	25,631
Wheat . . .	519	1,122
Oats, peas, beans, . .	1,360	1,372
Flour . . .		1,821
Drapery, new . yards	409,084	51,135
— old . . .	371,702	260,192
Drugs . . .		9,121
Alum . . cwt.	2,572	1,672
Dye stuffs of all kinds		38,862
Earthen ware, includ- ing china . . .		19,434
Herrings, . barrels	1,030	1,030
Flax . . lbs.	2,014	3,527
Fustains . . .		3,859
Glass . . .		7,413
Currants . . cwt.	691	1,555
Spicerics . . lbs.	78,069	7,636
Raw sugar . cwt.	89,125	200,530
Loaf sugar . .	9,353	56,117
Gun-powder . .	396	1,288
Needles . . M.	4,085	1,103
Pins . . .	3,989	299
Threads . . lbs.	3,437	3,725
Hats . . N ^o .	3,913	2,935
Hemp . . cwt.	2,193	1,670
Hops . . .	11,354	56,768
Hardware . . .		21,758
Iron . . cwt.	61,943	49,555
Ironmongery . .		37,265
Lead in pigs . cwt.	6,452	3,387
— sheet . . .	1,407	961
— red and white	1,507	5,391
Carried forward . .		£1,178,319

	Quantity	Value.
Linen, British, . yards	26,189	3,929
— coloured . . .	6,853	1,371
— kenting . . .	39,145	3,914
Muslin . . .	37,192	6,609
Other linen drapery		1,281
Canvass . . .	179,851	10,491
Lint-seed . . hhd.	680	2,041
Linen, cotton, and silk Brit. manu- factures . . .		118,921
Millinery . . .		6,932
Printing stuffs . .		2,450
Paper . . .		1,415
Pressing paper . .		26,267
Pasteboard . . .		4,700
Tin plates . . .		2,460
Pot-ashes . . cwt.	14,837	18,548
Ribands . . .		7,707
Rock salt . . tuns	17,488	9,181
White salt . . bush.	629,160	41,944
Saltpetre . . cwt.	3,331	8,327
Seeds, clover, &c. .		6,275
Silk goods . . .		50,214
Raw silk . . lbs.	32,656	32,656
Thrown silk . .	50,870	63,737
Rum . . galls.	100,537	7,540
Stockings, cotton, p ^{rs} .	23,396	3,119
Ditto, thread . .	38,377	4,797
Ditto, worsted . .	8,878	2,219
Ditto, silk, &c. .	3,015	1,233
Cyder . . tuns	281	1,407
Tea . . lbs.	2,048,918	319,059
Tobacco . . .	1,262,641	31,566
Tiles . . n ^o .	54,678	82,017
Toys . . .		7,973
Upholstery . . .		6,314
French wine . . tuns	129	3,231
Timber, planks, staves, &c.		4,792
Wire . . cwt.	1,348	5,354
Spanish wool . .	256	1,152
Beaver wool . . lbs.	1,977	1,779
Cotton . . cwt.	2,611	10,446
Mohair yarn . . lbs.	25,706	3,856
Other yarns . .	6,198	675
Articles of smaller amount		44,567
Total . . .		£2,148,785

and

from SCOTLAND.

	Quantity	Value.
Ale and beer . barrels	318	£318
Books . . .		677
Coaches, &c. . .		509
Coals . . tuns	21,048	15,785
Wheat . . quarters	240	520
Flour . . .		868
Drapery . . yards	11,500	1,535
Dye stuffs . . .		2,245
Herrings . . barrels	154	154
Ling . . cwt.	281	1,266
Other fish . . .		128
Raw sugar . . cwt.	10,116	22,759
Loaf sugar . . .	519	3,113
Threads . . lbs.	11,750	3,744
Horses . . n ^o .	192	1,920
Iron . . cwt.	3,144	2,515
Linen, British, . yards	5,903	938
— coloured . . .	4,925	985
— kenting . . .	402,356	40,235
— lawns . . .	74,507	11,176
Other linen drapery		150
Canvass . . yards	7,638	441
Linen, cotton, and silk Brit. manu- factures . . .		5,389
Millinery . . .		1,714
Paper . . .		1,018
Salt, all sorts . . .		493
Seeds . . .		425
Silk goods . . .		9,020
Rum . . galls.	20,414	2,206
Stockings, thread, p ^{rs} .	22,233	2,779
Ditto, cotton, &c. .	519	82
Tobacco . . lbs.	1,152,496	28,812
Upholstery . . .		1,930
Timber, staves, &c.		806
Cotton . . cwt.	94	377
Articles of small amount		4,639
Total . . .		£171,671

	England.	Scotland.	Total.
Amount of imports	£2,148,785	£171,671	£2,320,456
Amount of exports	1,865,393	123,897	1,989,290

the balance being £ 283,392 £ 47,774 £ 331,166
 against Ireland in the trade with Great Britain this year: but the balance is more frequently against Great Britain.

From this account, compared with those of the trade with other countries, it appears, that Great Britain is by far the best customer to Ireland, and that Ireland is also the best customer to Great Britain *.

The temporary depressions of the linen trade in the years ending 25th March 1781 and 1783 do not appear to have been at all owing to the American war; as we find the quantities during the other years of it not inferior to those of the preceding years of peace. The deficiency in the year ending 25th March 1781 was occasioned by the Irish non-importation agreement in 1779; and, as a long fast produces an extraordinary appetite, the demand of the following year for Great Britain rose beyond the level of any former one; and the slackened demand in the ensuing year was the natural and necessary consequence of that glut.

The view, which has been given of the progress of the woollen manufacture of York-shire, (see above, p. 15.) shows, that its prosperity advanced during the war: and at Manchester the manufactures were so far from declining in consequence of the war, that, in the opinion of some of the principal manufacturers, there was employment enough in the year 1780 for 10,000 hands more than could be found.

The linen manufacture of Scotland also continued to increase almost every year, as will appear from the following

Account of the quantity and value of linens stamped for sale in Scotland, in the years ending

1 st November 1774	11,422,115 yards	value £492,056
1775	12,134,683	- 561,527
1776	13,571,048	- 638,873
1777	14,793,888	- 710,634
1778	13,264,411	- 592,023
1779	12,867,238	- 551,148
1780	13,410,934	- 622,188
1781	15,177,800	- 738,483
1782	15,348,744	- 775,100
1783	17,074,778	- 866,983
1784	19,138,593	- 932,617

* In making up this view of the Irish trade I have to acknowledge considerable obligations to the industrious researches of Lord Sheffield, who published his *Observations on the manufactures, trade, and present state of Ireland*, while the Irish propositions were the general object of attention on both

sides of the water, with the intention of producing conciliatory and moderate sentiments on both sides by submitting authentic facts, instead of theory and declamation, to the consideration of all concerned.

The following table for the year 1782 shows, in what districts of the country the chief branches of the linen manufacture are established.

Shires.	Yards.	Medium price.	Value.
Forfar -	6,742,387	8d.	£177,105
Renfrew -	1,577,451	2s 1 $\frac{1}{3}$	166,637
Lanerk - -	1,571,798	2s 1 $\frac{1}{4}$	165,578
Fife - - -	2,360,740	9 $\frac{1}{8}$	90,304
Perth - - -	1,699,682	11 $\frac{5}{8}$	81,195
Edinburgh -	180,120	3s	27,229
The other shires in the south part of Scotland	427,478		28,112
The other Lowland shires north of the Forth	432,516		26,470
The Highland shires including all the islands	356,572		12,470
Total -	15,348,100		£775,100

In some of the remote shires, e. g. Catness and Sutherland, the *whole* value of the linen stamped, would scarcely support the officer employed to stamp it, if his subsistence depended upon it. On the other hand it may be observed, that a very large quantity of linen is woven from yarn spun in families, which, not being for sale, is never stamped. The quantity of such household linen in the shires of Edinburgh, Aberdeen, Ayr, Bute, Argyle, Stirling, Clackmannan, Bamf, and some others, is probably not less than the half, and the value much more than the half, of the linen stamped in those shires.

This year no herrings appeared upon the coast of Sweden. But on the west coasts of Ireland and Scotland the abundance of those heaven-directed visitors was inconceivably great. On the Irish coast the fishermen generally loaded their boats with a single haul of a net, and each boat cleared £54 in the three months of the summer fishing, though the herrings were sold during the first month (July) for about 10d. a thousand, or from 4d. to 6d. for as many as a horse could carry; though millions were boiled down for oil, and millions were thrown away. On the coast of Scotland as many herrings were caught in one inlet of the sea, called Loch Urn in Inverness-shire, in seven or eight weeks, as, if they could have been brought to market, would have sold for £56,000*; after which, the stock of salt and cask being expended, the people, who

* The computation was made by Mr. Macdonell of Barrisdale, justiciary bailie of that district. Such prodigious shoals of herrings are pretty frequent in that loch. In the years 1767 or 1768, and in 1782, the loch was crammed so full of them, that

those in the rear drove many millions of the foremost ones, and along with them other fishes larger than themselves, on shore. [See *Account of the present state of the Hebrides* by Doctor Anderson, pp. 11, 160.]

seem to have known nothing of the method of making oil of them, or were prevented by the want, or high price, of fuel, gave up the fishery. There are 'few years in which one or more of the lochs are not equally well stored with the herrings: but from the mode in which the fishing has been hitherto carried on, it seldom happens that great benefits result from it to the natives.'

According to an account laid before the committee of the house of commons the following were the numbers of foreign vessels and men employed in the herring fishery in the course of this summer*.

From various ports of Holland	166 vessels carrying	2,265 men.
Emden (Prussian)	44	616
Hamburgh and Altona	29	406
Dunkirk	7	70
Ostend and Newport (in Flanders)	24	312
The Danes had also	3 yaggers	24
and the Dutch	2 store-ships	72

275 vessels carrying 3,765 men.

The lords of the treasury, in order to obtain information upon the important subject of the fishery on the west coast of Scotland, this summer appointed Doctor Anderson, a gentleman already distinguished by his various publications upon subjects of rural economy and the means of exciting a spirit of national industry, to make a survey of the coast, which he performed, and gave in his report of it; the substance of which, and of his evidence given before the committee of the house of commons for fisheries, he published in *An account of the present state of the Hebrides and western coasts of Scotland*.

In the course of the last twenty years a great number of journies to the same parts of the country, and for the same purpose, had been made by the patriotic Mr. John Knox†, who devoted the fortune, he had acquired in business, to the improvement of his country in planning improvements upon the herring fishery, the establishment of towns upon the north-west coast of Scotland, and meliorating the condition of the

* The author of a pamphlet, published this year, says, 'There arrive annually in Brassa sound [in Shetland] between two and three hundred Dutch Iceland ships of 80 tons; two or three hundred Dutch herring busses; thirty Dunkirk herring busses; thirty from Ostend; about thirty Danish; twenty or thirty Prussian; several jaggers; besides Dutch and British Greenland ships.' *** 'They pay nothing for anchoring ground, nor for the liberty of fishing on the British shore.' [*General remarks on the British fisheries, by a North Briton, p. 30.*] I am not enabled to say, whether the numbers are generally so high as they are stated by this

writer: but the numbers for this year, as taken from the parliamentary accounts, must be presumed to be correct.

† This gentleman was for many years an eminent bookseller in the Strand. He explored the several coasts, which are the scenes of the fisheries, no less than sixteen times between the years 1764 and 1787. He died in the year 1790. His book, though somewhat loaded with extraneous matter, must be ever regarded by the friends of their country, and of humanity, as a noble monument of the public spirit and philanthropy of an undistinguished individual.

people. He also communicated his suggestions to the public in *A view of the British empire, more especially Scotland, with some proposals for the improvement of that country, the extension of its fisheries, and the relief of the people.*

It is some satisfaction to say, that the exertions of these two friends of the country were not entirely in vain.

In consequence of the destruction of the plantane trees * in Jamaica by a dreadful hurricane on the 30th of July, the lieutenant governor was prevailed upon to issue a proclamation on the 7th of August, permitting the free importation of provisions and lumber in foreign vessels for four months. But, the time being so short, very few American vessels arrived, the small supplies they brought sold at enormous prices, and the inhabitants saw the horrors of famine approaching. Though the assembly earnestly and repeatedly urged the lieutenant-governor, in consideration of the very distressed situation of the island, to prolong the free importation till the end of March 1785, when, it was hoped, the provisions then on the ground would be fit for use, he could not be brought to depart so far from his instructions as to grant their request fully; but he ventured to enlarge the time till the end of January. The governors of some other British islands this year also found themselves under a necessity of granting similar indulgences to the provision trade of America.

This year the trade of all foreigners with China was in danger of being entirely cut off in consequence of a mere accident. On some occasion of ceremony the guns were fired onboard the Lady Hughes, a ship belonging to British subjects residing in India; and one of the guns being unfortunately shotted, struck a Chinese boat, and killed two of the people †. The viceroy of the province, who besides the national contempt for foreigners in general, had a very unfavourable opinion of the British, alleged it was a wilful murder, and demanded the commanding officer, or the gunner, to be delivered up in order to be put to death. In vain the supercargoes represented the innocence of the parties, and endeavoured to convince him that accidental death ought not to be punished as murder. The viceroy put a stop to all commerce with Europeans, and being resolved on having a victim, seized one of the chief supercargoes of the British factory. So violent a step alarmed all the Europeans in Canton, who immediately made a common cause of it. Their ships were numerous and strongly armed. They prepared for hostilities: and the viceroy also collected a military force. In this crisis it was judged proper, in order to avoid extremities, and the probable total

* Plantanes are used as a substitute for bread in the tropical countries, and constitute the principal food of the negroes in the West-Indies.

† So very cautious are the Chinese on such occasions, that they point their guns perpendicularly

up in the air. The crime of murder, except the tolerated destruction of infants, is very rare among them; and therefore even the appearance of it excites the greatest horror and execration.

abolition of all future trade with the Europeans *, to give up the unfortunate gunner (for the commanding officer could not be found) upon some indirect assurance of safety. But the innocent man was instantly put to death. So very precarious is the tenure of so great an object as the trade with China, the ruling people of which, regardless of the vast quantity of bullion poured into their country by it, despise all traders, and hold the only foreigners known to them in a double degree of contempt, as traders, and as beings of an inferior nature to the Chinese.

There belonged this year to all the ports
 of England - 7,462 vessels of the reputed burthen of 700,798 tuns,
 and of Scotland 1,649 - - - - 92,349

Total - 9,111 - - - 793,147

There were entered this year in all the ports of Great Britain, from and to foreign countries, including repeated voyages,

	British.		Foreign.		Total.	
	Vessels.	Tuns.	Vessels.	Tuns.	Vessels.	Tuns.
Inward	8,750	1,003,274	1,846	212,428	10,596	1,215,702
Outward	10,460	932,219	1,072	118,268	11,532	1,050,487

The net amount of the customs, including the West-India four-and-a-half-per-cent duty, paid into the exchequer in the course of this year, was
 from the custom-house in London - - £3,266,639 4 0
 and from the custom-house in Edinburgh - 60,000 0 0

Total net revenue of the customs of Great Britain £3,326,639 4 0

There were coined at the mint in the course of the year
 17,595 pounds of gold, value - £822,126 7 6
 and 65 pounds 4. ounces of silver, - 202 10 11
 £822,328 18 5

* It could proceed from no diffidence of success in a hostile conflict, that the Europeans succumbed to the Chinese viceroy. Neither they nor the Chinese could forget, that, about forty years before, Commodore Anson, with a single weather-beaten ship had set the whole Chinese power in Canton at defiance.

A. D. 1784.

The official value of the imports and exports of Great Britain during the year 1784 was as follows.

Countries, &c.	Imported into						Exported from																	
	ENGLAND.			SCOTLAND.			ENGLAND.			SCOTLAND.														
							<i>British merchandise.</i>	<i>Foreign merchandise.</i>	<i>Total.</i>	<i>British merchandise.</i>	<i>Foreign merchandise.</i>	<i>Total.</i>												
Denmark, &c.	80,805	10	9	36,929	5	11	142,648	15	0	99,778	13	2	242,427	8	2	18,327	3	1	1,244	0	5	19,571	3	
Russia	1,253,102	19	5	273,933	6	8	147,388	16	3	61,171	18	11	211,560	15	2	14,863	19	9	36	5	11	14,900	5	
Sweden	174,201	15	2	39,800	9	6	29,208	10	7	20,275	0	7	49,483	11	2	1,662	17	11				1,662	17	
Poland	515,249	16	1	57,739	2	8	44,397	14	10	20,727	13	2	65,125	8	0	2,294	18	4				2,294	18	
Prussia				84,348	3	6										1,268	6	5				1,268	6	
Germany	491,460	9	0	12,819	10	2	588,248	11	2	615,943	19	0	1,234,192	10	2	8,075	10	0	3,170	6	1	11,245	16	
Holland	399,795	10	5	122,382	0	4	561,132	15	2	597,918	0	0	1,159,050	15	2	78,377	13	3	40,051	17	10	118,429	11	
Flanders	207,931	18	4	1,147	3	10	390,874	10	8	301,543	9	3	692,417	19	11	2,015	11	10				2,015	11	
France	139,787	0	11	1,781	2	7	143,748	11	11	150,021	15	11	293,770	7	10	1,406	6	10	12,822	19	2	14,229	6	
Portugal	350,181	14	5	20,353	8	5	479,030	11	5	12,769	17	1	491,800	8	6	2,855	14	6	916	3	5	3,771	17	
Madeira	2,445	2	4				12,259	19	8	7,061	2	1	19,321	1	9									
Spain	637,337	9	11	9,188	11	0	754,462	17	6	47,782	5	6	802,245	3	0	6,428	0	0	16	13	7	6,444	13	
Canaries	4,840	0	11				5,101	0	5	49	6	6	5,150	6	11									
Straits							206,663	19	3	351	7	1	207,015	6	4									
Gibraltar	1,421	12	6				50,339	8	9	1,814	1	0	52,153	9	9	270	15	0	416	3	9	686	18	
Italy	660,789	3	2	2,335	13	4	402,778	8	4	70,032	15	11	472,811	3	5	1,931	16	0				1,931	16	
Venice	57,878	14	2				14,395	2	4	4,708	13	6	19,103	15	10									
Turkey	75,167	17	1				35,338	3	10	7,714	9	10	43,052	13	8									
Ireland	1,522,883	10	0	255,101	5	5	620,692	14	3	788,778	12	3	1,409,471	6	6	151,925	16	6	73,171	9	1	225,097	5	
Mann	13,045	2	3	201	4	7	37,802	15	1	13,628	11	7	51,431	6	8	228	18	0	2,514	17	6	2,743	15	
Guernsey, &c.	35,331	18	0	1,958	7	4	68,821	14	0	15,621	7	3	84,443	1	3									
Greenland	54,050	9	7	7,980	0	0																		
U. S. & Am. Ind. &c.	United states	701,189	3	2	48,140	3	10	3,128,417	1	0	231,447	5	6	3,359,864	6	6	300,540	5	4	19,063	7	0	319,603	12
	British colonies	177,733	18	6	2,226	13	5	582,161	17	11	122,988	16	11	705,150	14	10	45,382	18	9	9,746	10	10	55,129	9
	British	3,222,464	4	6	173,141	11	11	961,072	17	8	106,848	7	11	1,067,921	5	7	120,298	10	11	8,575	15	10	128,874	6
W. Indies	Foreign	136,079	19	11			29,752	13	2	1,364	10	4	31,117	8	6									
East-Indies		2,996,652	2	11			700,149	15	6	30,708	8	1	730,858	3	7									
Africa		119,152	0	1			360,012	12	5	163,973	3	9	523,985	16	2									
North. & south. fishery		4,746	11	5						179	17	7	179	17	7									
Prize goods		83,643	11	7						140,110	8	0	140,110	8	0									
Totals		14,119,369	16	61	153,507	4	5	10,496,901	18	1	3,674,687	17	8	14,171,589	15	9	758,155	2	5	171,746	10	5	929,901	12

Summary.

			<i>British merchandize.</i>			<i>Foreign merchandize.</i>			<i>Total.</i>		
Imports of {	England	£14,119,369 16 6	Exports of {	England	£10,496,901 18 1	£3,674,687 17 8	£14,171,589 15 9				
	Scotland	1,153,507 4 5		Scotland	758,155 2 5			171,746 10 5	929,901 12 10		
Totals		£15,272,877 0 11			£11,255,057 0 6	£3,846,434 8 1	£15,101,491 8 7				

* Under the title of *British merchandize* are comprehended alum, bark, cattle, coals, metals, corn, hops, fish, salt, and, in short, every kind of native production, together with all the manufactures of Great Britain of every kind.

† *Foreign merchandise* comprehends all goods imported from the British dominions in the East and West Indies, and even from Ireland, Guernsey, &c. as well those brought from foreign nations.

‡ The Bahama and Bermuda islands in the West-Indies are still classed with the British continental colonies in the books of the custom-house.

1785, January—The winter herrings, instead of setting in, as usual, upon the north-west coast of Ireland in the middle of October, and remaining till January, did not make their appearance there this season till the 30th of December. Though there remained then but a few days of the usual fishing season, yet, by the Irish fishery being exempt from the many restrictions by which the British fishery was crushed down, 300 busses, with the help of 450 * boats belonging to that part of the country, in the course of a fortnight made their full cargoes of herrings; which, owing to the failure of the winter fishing on the coast of Scotland, and the total failure this year of the Swedish fishery†, came to an excellent market.

After the cessation of hostilities the sovereigns of Europe set themselves with the most earnest zeal to promote and extend the commerce of their dominions, the ardour of attention, which princes used formerly to bestow upon objects of superstition or aggrandizement of territory, being now transferred to, and almost engrossed by, this new pursuit. The natural consequence of such a prevailing spirit was a number of new commercial treaties. By one of these, entered into in the year 1784, the French were admitted to the rights of denizenship, of establishing factories and warehouses, and of carrying on a free trade in French or West-India goods, in Gottenburgh, which by the excellence of its harbour, and its position without the Sound, is the most valuable port of Sweden; and to export whatever they pleased; both imports and exports being, either in French or Swedish vessels, at their pleasure. In return for these favours France ceded to Sweden the island of St. Bartholemew in the West-Indies: and the king of Sweden in the beginning of this year declared his new West-Indian territory a free port; which, indeed, is the only way it can be rendered of any use, as the island is small, destitute of a good harbour, the surface of it encumbered with rocks and barren sands, producing in some few spots a trifling quantity of cotton, and not even that in years of drought, there being neither spring nor river, nor a drop of fresh water, but what falls in rain from the clouds.

March 7th—The proprietors of the plate-glass manufactory in a petition to parliament set forth, that their glass was now in all respects equal to that of France, where the manufacture is not only wholly exempted from duty, but also endowed with many privileges; while they are obliged to pay duty even upon the waste glass, which they offered to prove they had done to the amount of £7,000. They com-

* The Irish fishers in the busses have their free option to make their cargoes as they can, either by catching the herrings themselves, or purchasing them from others.

† The Irish parliament, finding the duty of 4/2 barrel, imposed in the year 1777 on Swedish herrings, insufficient to prevent the importation of them, this year raised it to 10/. But the high

duty had the usual consequence of encouraging smuggling. The parliament of Ireland also gave a premium to the amount of £200 on the salt consumed in the fishery from June 1784 to June 1785: and they gave a variety of other premiums to a very great amount for the encouragement of the various branches of the fishery.

plained, that by this, and other hardships inseparable from a new undertaking, they had never yet been able to make any dividend, though they had expended £100,000; and they prayed, that they might at least be relieved from paying duty upon the waste glass.

April—The following transaction, so honourable to the gentlemen concerned, ought not to be suppressed in a history of commerce. The merchants of Cork, understanding that the long continuance of easterly winds had reduced many vessels, which were then near the coast of Ireland, to great distress for want of provisions, immediately set on foot a subscription, which was instantly, and liberally, filled: and then they dispatched a confidential person in a fast-sailing cutter, loaded with beef, pork, bread, water, and fresh provisions, with instructions to cruise off Cape Clear, and to give relief to all vessels in distress, whatever nation they might belong to. And he was particularly charged by no means to accept any thing in return, the pleasure of doing good being the sole gain his generous employers proposed to themselves from this voyage of philanthropy.

This spring the inhabitants of Nova Scotia were afflicted with a scarcity of provisions, approaching to a famine; and the magistrates of Shelburne repeatedly made urgent applications for relief. Such a scarcity, though only temporary, seems to prove, that there cannot, for some time at least, be any dependence for a supply to our West-India islands upon that colony. The distress was, no doubt, augmented by the rapid influx of inhabitants, who had in the course of a year increased from twenty-six, to sixty-six, thousand; an augmentation of consumers, with which the increase in the cultivated produce of the country could not immediately keep pace. But it was not long before the tide of population began to ebb. The agricultural people from the southern, or middle, provinces were discouraged by the protracted rigours of a winter of seven months; and the other classes of inhabitants found the trade and fisheries less productive than they had expected; whence it followed, that people of all descriptions gradually left the province in considerable numbers.

March—When the settlers upon the island of Newfoundland were in great distress for want of provisions in the beginning of the year 1784, some British vessels brought them a supply from the United States of America. Admiral Campbell, the governor of Newfoundland, thereupon called a council to determine, whether provisions so imported might be admitted to entry in a British colony; and they decided that the provisions might be imported. But in order to avoid such uncertainty in future,

An act was passed which allowed bread, flour, and live stock, and no other articles upon any pretence whatsoever, to be imported into Newfoundland and the adjacent islands from the United States of America

in British vessels, navigated according to law, and furnished with licences from the commissioners of the customs in Great Britain, which were to be in force during seven months. And, this act being temporary, or experimental, such licences were to be granted only till the 30th of June 1785. [25 *Geo. III*, c. 1.]

The acts for preventing certain instruments from being required from vessels belonging to the United States of America, and for vesting the king with powers to regulate the commerce with them, were continued in force till the 5th of April 1786. [25 *Geo. III*, c. 5.]

May 13th—New regulations were enacted for the distillery in that part of Scotland, which lies north from the Firths of Clyde and Tay. [25 *Geo. III*, c. 22.] But they were soon superseded by newer ones.

In the beginning of the year the manufacturers of Manchester and its neighbourhood gave in a memorial to the lords of the treasury, praying for a repeal of the act of last session imposing a duty on bleached and dyed cotton goods. There was also presented to the house of commons a strong petition, remonstrance, or memorial, by the operative weavers of Glasgow and its neighbourhood, ‘for themselves and for the advantage of after ages,’ against the same duties, which they called unpopular, unwise, and ruinous. They set forth the toil and risk of establishing those manufactures, which, being yet in their infancy, had not in most cases paid the first cost of providing the machinery. They considered the duties as operating in favour of the East-India company, who bring their goods from a country producing the raw material and every article used in the manufacture, and where labour is exceedingly cheap; whereas here several of the raw materials are loaded with duties, and labour is already so high, that any further burthens upon the manufacture must produce emigration and depopulation with all their usual attendant miseries; or the many thousands, depending upon the linen and cotton manufactures, must be reduced to a starving condition. And they called upon parliament, ‘as Heaven’s trustees for the nation,’ and ‘the stewards of the nation,’ to redress grievances, and to do equal justice to all ranks and classes of mankind.

In compliance with these petitions, or for other reasons, parliament repealed the duties on stuffs made of cotton, or of cotton and linen mixed, and on licences for bleaching and dying them, imposed by the act c. 40 of last session. [25 *Geo. III*, c. 24.]

As it might be doubtful, whether the term of eighteen months, allowed for the removal of British property from the islands ceded to France by the treaty of peace, was to extend to ships sailing, but not arriving, within the limited time, it was enacted, that vessels cleared out from Tobago on or before the 31st of December 1785 should be admitted to import the produce of that island into this kingdom on paying the British plantation duties. [25 *Geo. III*, c. 25.]

June 13th—An annual tax, of from six pence to two shillings in the pound of the rent, was imposed on all shops throughout Great Britain, from which baker's shops, warehouses for wholesale only, and manufacturing shops were exempted, so that the tax fell entirely upon the retail shopkeepers *. [25 *Geo. III*, c. 30.]

The remainder of the navy bills, and other such floating public debts, were now funded, and added to the five-per-cent joint fund created last year by funding the first division of them. But the general price of the funds being lower now than then, the proprietors received £111:8:0 for every £100. [25 *Geo. III*, c. 32.]

Doctor Edward Bancroft, having discovered a method of applying certain vegetable substances of the growth of America to the purposes of dying, staining, printing, and painting, the parliament granted him the exclusive sale of them in England and Wales for fourteen years. [25 *Geo. III*, c. 38.] Such discoveries are of great consequence to commerce. The superiority of a colour is sufficient to secure an extensive sale to the goods dyed or printed with it.

The woollen manufacturers in the counties of Bedford, Huntingdon, Northampton, Leicester, Rutland, and Lincoln, and the isle of Ely, being exposed to great damage by the fraudulent practices of the people employed by them, regulations, nearly similar to those enacted in the preceding session [c. 3] for the county of Suffolk, were now enacted for those counties †. [25 *Geo. III*, c. 40.]

July 4th—The earl of Dundonald, having made great improvements in the art of extracting tar, pitch, &c. from coals, had taken out a patent in the year 1781, and in order to carry on so important a business on a large scale, had taken some gentlemen of large capitals into partnership, and entered into extensive contracts and heavy expenses. But, his partners having failed to make good their engagements, he found himself involved in difficulties, which threatened to be ruinous to his paternal estate. Other gentlemen of property were desirous of being connected with him, if the exclusive patent could be enlarged, for which purpose a petition was presented to parliament on the 4th of March. And it being proved by the evidence of men of science, and of naval officers who had used Lord Dundonald's coal tar, that his process was a great improvement upon the method discovered in the year 1779, the parliament vested in him and his heirs, &c. the sole use and property of his method of extracting tar, pitch, essential oils, volatile alkali, mineral acids, salts, and cinders, from pit coal, throughout the whole of the Brit-

* The shop tax was most loudly complained of as oppressive and partial, the greatest part of the tax for the whole kingdom being paid by the shops of London and Westminster.

† Both these acts contain much local and tech-

nical matter, the detail of which could only be interesting, or indeed intelligible, to those concerned in the manufactures, who consequently need no information upon the subject.

ish dominions for twenty years. [25 *Geo. III*, c. 42.] This is a most valuable discovery to a maritime country, as it puts it out of the power of foreigners to extort such prices for naval stores in time of war, as they have formerly done. The earl of Dundonald also deserves the gratitude of his country for another important improvement in the method of purifying salt for the purposes of curing fish, meat, and butter, which he published in a pamphlet entitled *Thoughts on the manufacture and trade of salt, on the herring fisheries, &c.* If once we can rival the Dutch in the method of curing our herrings, we *may be* superior to them in every other advantage respecting that great national source of opulence and maritime power.

The practice of making insurances on vessels or merchandize without specifying the names of the parties, on whose account such insurances were made, being found productive of many evils and inconveniencies, it was strictly prohibited; and all such blank policies were declared to be null and void. [25 *Geo. III*, c. 44.]

In order to check fraudulent practices in making cordage, so dangerous to the lives of seamen and the property of merchants, several regulations were enacted for distinguishing the various qualities of cables and ropes, as also penalties on the commanders of vessels (excepting those from the East-Indies) neglecting to make entry of foreign cordage imported by them. [25 *Geo. III*, c. 56.]

The mail coaches, agreeable to Mr. Palmer's original plan, and also agreeable to the acts of parliament for some particular roads, were now exempted from paying tolls on any road in Great Britain. [25 *Geo. III*, c. 57.]

The fishery of pilchards, which used to be an object of very considerable importance in the south-west part of England, having declined of late, the bounty was raised from 7*s* to 9*s* on every cask (measuring 50 gallons) of pilchards exported between the 25th of June 1785 and 25th June 1786. [25 *Geo. III*, c. 58.]

There was a lottery this year for 50,000 tickets, which were sold at £13 each, whereby government had a profit of £3 on each ticket, being in all £150,000. [25 *Geo. III*, c. 59.]

The abatement of duty, hitherto allowed as a compensation for the waste upon salt, being thought too great, it was now reduced. Rigorous penalties were inflicted upon persons convicted of smuggling salt. The permission to use foul salt as manure, on paying a low duty of four pence a bushel, was totally rescinded, as being liable to abuse. Fishcurers were prohibited from dealing in salt. And stricter regulations were made for preventing frauds in using salt for curing fish. [25 *Geo. III*, c. 63.]

Whereas the extending and improving of the British fishery hath been frequently declared by parliament to be of great importance to

' this kingdom, inasmuch as it not only adds considerably to the ' national wealth, but is moreover a fruitful nursery of able seamen for ' the public service ;' several alterations were now made upon the fishery laws. Busses or vessels above eighty tuns burthen, which had hitherto been totally excluded from the bounty, were now allowed to receive bounty for eighty tuns. The fishing vessels were now also relieved from the hardship of making a superfluous circuitous passage merely for the purpose of mustering at a rendezvous, and were permitted to proceed directly to the fishery any time between the 1st of June and the 1st of October. They were permitted to employ the salt, shipped for curing herrings, in curing cod, ling, or hake ; such cod, ling, or hake, however, not being entitled to any bounty on exportation, and to be distinguished by part of the tail being cut off. The busses were now allowed to purchase fresh herrings, cod, ling, or hake, from any boats belonging to British subjects* ; and also to ship their fish on-board other vessels, for the sake of obtaining the earliest sale for them, under certain regulations. But vessels, which do not *bona fide* catch their cargoes of herrings themselves, or which return into port in less than three months, computed from the time of first shooting their nets, with less than a full cargo, are not entitled to any bounty. ' And for reviving and encouraging the fisheries in the North sea,' and in the neighbourhood of Iceland, vessels bound to that fishery were allowed to have British salt free of duty, under the restrictions imposed upon other fishing vessels respecting salt ; North-sea fish, however, not being entitled to any bounty on exportation. A vast multitude of restrictions and regulations are added for preventing impositions on the revenue by disposing of the salt for any other use than that of the fishery. [25 *Geo. III*, c. 65.]

The manufactures in iron and steel being objects of great importance, the exportation of any of the tools or engines used in them, or of models or plans of such, was prohibited under the penalty of one year's imprisonment and a fine of £200, besides forfeiture of the articles shipped, or proved to have been intended to be shipped. The same fine

* The act, which prohibited the busses from buying fish from the country boats, in fact passed sentence of starvation upon the poor Highlanders of the western coast, whose advantage, from the blessings so copiously offered them at their doors by the goodness of Providence, was thereby restricted to the momentary supply of their own families, and, perhaps, that of the very few inhabitants of the banks of the short rivulet running into the head of each of the salt-water lochs ; for the nearness of the great ridge of mountains, called Drumalban, to the west coast renders it impossible that there should be any considerable extent of habitable valley between them and the coast. And their want of salt and cash, and of a market, which

in their present circumstances it is impossible for them to have, renders it impracticable for them to cure any for sale. If people, born upon a coast, where it is impossible for them to plough the land (and all the mountains are only fit for pasturage, an employment requiring very few hands) are not permitted to plough the ocean, and draw its proper fruits from it, they must of necessity either lie down in despondence and die, or rise up to emigrate from their native soil : and, whether they emigrate to other parts of the same kingdom, or to foreign countries, the country which has the prior, and natural, claim to the benefit of their industry, is equally abandoned to depopulation and ruin.

was also inflicted upon the commander of any vessel knowingly receiving such articles onboard, and on custom-house officers permitting them to be shipped; such officers, and also commanders of the king's ships so offending, being moreover rendered for ever incapable of holding any office under his Majesty. But the exportation of the artificers themselves is more strictly prohibited. Any person enticing, or endeavouring to seduce, any one, who has wrought in the iron or steel manufactures, to go to a foreign country, is liable to one year's imprisonment and a penalty of £500 for every person he has enticed, or endeavoured to entice; and in case of committing the offence a second time, the imprisonment and fine are to be doubled. Nothing in this act, however, prevents workmen from removing to Ireland, or tools, &c. from being shipped for that kingdom. [25 *Geo. III, c. 67.*]

The duty on flasks imported with wine or oil from Tuscany was repealed.—Wines were allowed to be imported in casks smaller than hogsheds, for private use only.—The permission to export limited quantities of wheat, &c. to the British sugar colonies was prolonged from 1st May 1785 to 1st May 1786; and Lancaster was added to the ports already licenced, and permitted to export a quantity not exceeding upon the whole 10,000 quarters.—As a complete remedy against the frauds practised in obtaining drawbacks for snuff exported, the drawback was totally suppressed.—The act permitting rum, the produce of the British sugar colonies, to be landed and warehoused without paying down the excise duties, on giving proper security, was continued from 29th September 1785 to 29th September 1792.—For the encouragement of the loyalists of East Florida, the turpentine, tar, and pitch, prepared by them previous to the final evacuation of that country, though the bounties allowed on the importation of such articles were already expired, were declared entitled to those bounties, if imported before the 25th of December 1785.—A bounty of two shillings per pound was allowed on the exportation of silk gauzes, which had been excepted from the goods entitled to bounty by the act *c. 49* of last session.—And the duty upon raw silk was allowed to be drawn back upon exportation to any part of Europe, except the islands of Mann and Faro or Ferro (or rather Foerœ.) [25 *Geo. III, c. 69.*]

The duties imposed last session (*c. 40*) upon linen and cotton goods of British manufacture, to be printed, painted, or stained, were repealed: and new ones were imposed. New duties were also laid upon the importation of all such goods, printed, painted, &c. of foreign manufacture. [25 *Geo. III, c. 72.*]

Petitions were presented to parliament by the merchants of London, Bristol, and Glasgow, praying, that the various duties upon tobacco might be consolidated into one specific charge, and also, that either the duties might be lowered, or more effectual means devised to prevent illicit practices in the tobacco trade. And it was now enacted that

tobacco should be imported in no vessels under seventy tons burthen, nor in quantities smaller than 450 pounds, packed in one solid compact mass in each cask or package, and into no other ports of Great Britain, but London, Bristol, Liverpool, Lancaster, Cowes, Whitehaven, Hull, Port-Glasgow, and Greenock. Tobacco may be imported directly from the United States of America, either in American or British vessels navigated according to law. From any of the British colonies it must be imported in British vessels only, and they may bring from the British colonies any American tobacco, which has been carried from the United States to such British colony in British vessels. The importers have their option, either to pay down the duty, or to lodge the tobacco in the custom-house warehouse, and give bond for the whole duty payable in twenty months, which may be cancelled by exportation of the tobacco, or, if it should so happen, by its being destroyed by fire in the warehouse, while under the custody of the revenue officers. [25 *Geo. III*, c. 81.]

During this session acts were passed for making two additional dry docks and piers in the harbour of Liverpool (c. 15); for improving the harbour of Sunderland and the navigation of the River Wear (c. 26); for improving the harbour of Yarmouth and the navigation of the rivers running into it (c. 36); and for maintaining and improving the harbour of Cromarty (c. 39).

Several acts were also passed in the course of the session for canals, roads, and other improvements.

It has already been observed, that many people on both sides of the Atlantic forgot (or affected to forget) that the independence of the Americans necessarily placed them in the same situation with other foreign nations in respect to their intercourse with Great Britain, and consequently excluded them from the ports of the British colonies. The people of Boston, however, were highly offended by the exclusion from the ports of the West-Indies, by the high duties on rice, oil, and tobacco, and by the regulations for the British fisheries in the American seas. They were also greatly alarmed at the establishment of British factors in their country (a measure rendered necessary by the enormous deficiencies of some of those, who assumed the character of merchants in America immediately after the peace) and they presented a petition (22^d April 1785) to the congress for regulations to counteract those of Great Britain; which was soon followed by an act of the commonwealth of Massachusetts (June 23^d) for the regulation of navigation and commerce, whereby they prohibited the exportation of any American produce or manufacture from their ports in vessels owned by British subjects after the 1st of August 1785, with a provisional exception in favour of those British settlements, whose governors should reverse their proclamations against the admission of American vessels in

their ports. They also enacted several extra duties to be paid by vessels belonging to foreigners, and particularly by British subjects; with a permission, however, for new vessels, built in Massachusetts, though partly or wholly owned by British subjects, to take in cargoes upon equal terms with the citizens of the United States, but only for their first departures.

But how-much-soever the legislature and people of Massachusetts might be induced by animosity and disappointment to point their resentment against Great Britain, there was another, and a very contemptible, power, who gave them much more serious cause of offence. The dey of Algier, that prince of pirates, who makes war upon all whom he believes too weak to punish him, supposing the Americans incapable of either bribing, or compelling, him to abstain from depredations, formally declared war against them this summer, and fitted out eight corsairs to cruise for their ships, which must have proved a very great check upon their trade to Spain and the Mediterranean.

In the meantime the Americans continued, with the ardour of new adventurers, to push their trade to every quarter of the globe. A vessel from Baltimore in Maryland displayed the American flag at Canton in China, whence she imported a cargo of teas, china ware, silks, &c. the whole of which was said to have been received in exchange for American produce.

The political convulsions, which had for some time past distracted the little commonwealth of Geneva, had driven many of the inhabitants to seek for settlements in other countries: and a part of them having turned their views towards Ireland, the government, and the people in general of that country, which has itself sent out so many thousands of native emigrants, now offered to receive a colony; and the sum of £50,000 was granted by the parliament for defraying the expense of their removal, and building a town for them, to be called New Geneva. But the Genevans being refused some privileges, which they had demanded, the greatest number of the intended colonists altered their mind with respect to settling in Ireland, and those who did proceed to it, not finding things turn out to their expectation, soon left it again. Such was the event of a project, which for about four years had attracted a good deal of the public attention, and from which great advantages were predicted to accrue, both to the new adopted denizens, and to the country, which so liberally received them.

In the early part of the eighteenth century an engine for spinning cotton was invented by Mr. Paul with the assistance of some others in London, who, having obtained a patent, made trial of it at Nottingham and elsewhere, to the great loss of all concerned. Other schemes for spinning cotton by machinery have since been tried, and proved equally abortive. About the year 1767 the discovery of this great desider-

atrum in mechanics and manufacture was attempted by three different persons. The first, I believe, was Mr. Hargrave of Blackwell in Lancashire, who constructed an engine capable of spinning 20 or 30 threads of cotton yarn fit for fustians: but his machinery being destroyed by popular tumults, he removed to Nottingham, where his patent right was overthrown by an association formed against him; and he died in want. Mr. Hayes invented a spinning engine and cylindrical carding engines, but never brought them to perfection. Mr. Arkwright, for whom the accomplishment of this great object was reserved, after many experiments finished his first engine in the year 1768; and in the following year he took out a patent. He still, however, continued to study new improvements upon his invention; and in the year 1775, having brought his original machinery to a greater degree of perfection, and having also invented machines for preparing the cotton for spinning, he obtained a fresh patent for his new invention. Hitherto he and his partners had reaped no profits from the undertaking: but now, proper buildings being erected at the expence of £30,000, and the machinery being made capable to be put in motion by the strength of cattle, water, steam, or any other regular moving power, it began, notwithstanding some losses from riots excited by envy or ignorant apprehension, to be productive to the proprietors, and an object of great importance to the whole nation.

Manufacturers and other men of property now wished to participate the benefit of Arkwright's invention; and several spinning mills were soon erected in various parts of the country, the proprietors of which contracted to pay him a certain annual rent for every spindle contained in their machinery. Several spinning mills, established in Lancashire, the west part of Scotland, and elsewhere, together with the general use of the jennies (engines for spinning the woof or weft), produced such an abridgement of labour and improvement in the fabric, the yarn being spun upon truer principles than if done by the hand, that the prices of the goods were much reduced, and consequently the British manufactures of cotton goods of all kinds were greatly extended; and many thousands of people, including women and children of both sexes, were now instructed in the various operations of the business.

In the years 1782 and 1783 Mr. Arkwright petitioned the house of commons, in consideration of the great losses and expenses incurred before his invention had begun to bring him any emolument, during which time the term of his patent was running out, to extend the duration of his exclusive privilege for the original machinery, so as it might expire along with the term granted by his second patent. But the object being now of such magnitude and established importance, counter-petitions came in from all quarters; and he was moreover attacked upon points of law, his antagonists alleging, that he was not the inventor of

the preparing machine, in answer to which Mr. Arkwright argued that a pirate, who stole the invention from another, would have appeared at once with his machinery in a perfect state; whereas it was well known, that he was many years employed in experiments, before he brought it to the degree of perfection it had now attained. After long litigation the cause was determined in the court of common pleas (18th February 1785) in favour of Mr. Arkwright, and in the court of King's bench (27th June 1785) against him. And, as his first patent expired about the same time, the business became open to all.

It is proper to observe, that at least four spinning mills were already erected in Ireland; and two were established near Rouen in France under the able direction of Mr. Holker, an English manufacturer, who, with his partners, was patronized and assisted by the government. It was not long before Arkwright's machinery was even transported across the Atlantic, and a spinning mill erected in Philadelphia.

Mr. Arkwright continued the business after he was deprived of the monopoly, and, probably, with some advantages over his competitors, derived from his experience and established plan of conducting the business. If he made a great fortune, he certainly deserved it: for the advantages he conferred upon the nation were infinitely greater than those he acquired for himself, and far more solid and durable than a hundred conquests. Instead of depriving the working poor of employment by his great abridgement of labour, that very abridgement has created a vast deal of employment for more hands than were formerly employed: and it was computed, that half a million of people were this year employed in the cotton manufactures of Lancashire, Cheshire, Derby, Nottingham, and Leicester. That computation was perhaps exaggerated*: but the numbers must have been very great, as we find by the Report of the committee of the house of commons this same year on the business of the commercial intercourse with Ireland, that 6,800 were employed by Mr. Peele, several thousands by Mr. Smith, and numbers proportionally great by other manufacturers of cotton. How many more, may we suppose; are now supported by the cotton manufacture in its vastly extended state? For that extension Great Britain is indebted to the ingenuity and persevering patience of an originally-obscure individual. And it is but justice to the memory of Sir Richard Arkwright† to say, that he was unquestionably one of the greatest friends to the manufacturing and commercial interests of this country, and to the interest of the cotton planters in almost all parts of the world, that ever existed;

* In the year 1787, when the cotton manufacture was greatly extended, the number employed in it in the whole kingdom was estimated only at 350,000.

† He was knighted in the year 1786, and died at his seat in Derbyshire in 1792.

and that his name ought to be transmitted to future ages along with those of the most distinguished real benefactors of mankind.

The manufacture of calicoes, which was begun in Lancashire in the year 1772, was now pretty generally established in several parts of England and Scotland. The manufacture of muslins in England was begun in the year 1781, and was rapidly increasing. In the year 1783 there were above a thousand looms set up in Glasgow for that most beneficial article, in which the skill and labour of the mechanic raise the raw material to twenty times the value it was of, when imported*. Bengal, which for some thousands of years stood unequalled in the fabric of muslins, figured calicoes, and other fine cotton goods, is rivaled in several parts of Great Britain: and now those articles, which used to drain vast sums of money out of this country, help to swell the profitable balance of the British commerce.

The progress of the Irish in the same line of industry must not be overlooked; and the laudable and spirited exertions of Captain Robert Brooke deserve to be more particularly noticed. In the year 1780 that gentleman established a cotton manufacture on his lands situated on the great canal about eighteen miles west from Dublin. In 1782 the government of Ireland, understanding, that some of the manufacturers of Manchester intended to remove to America and carry their machinery with them, found means to persuade them to go to Ireland, and gave Captain Brooke about £3,000 for settling them in houses on his lands: and they afterwards advanced him £32,000 upon interest and security, that he might give employment to a great number of weavers, who were then starving and riotous for want of employment in Dublin†, at his settlement, where, it was hoped, they would behave industriously and quietly, being at a distance from the contagion of the metropolis. By means of these, and other, acquisitions of inhabitants, the manufacturing village, which was called by the auspicious name of Prosperous, consisted now of several hundred houses, erected on a spot, where in the year 1780 there stood one single *hut*; and the manufacture gave employment to about three thousand people, men, women, and children.

Besides Captain Brooke's, which was the principal one, there were at this time several other manufactures of cotton established in various

* I know that flax made into very fine lace multiplies the value much more; but it does not pay the women employed in making it so well for the time spent upon it; and, what is worse, it destroys their eye-sight. I was told by a gentleman well acquainted with Flanders, that they are generally almost blind, before they are thirty years of age. Is such a frivolous manufacture, is even a valuable manufacture, worthy of being purchased at such a price?

† The labouring poor of Dublin were at that

time reduced to a most deplorable condition. Mr. Warren, the shirref and member for that city, declared in parliament, that he had seen sometimes nine or ten naked persons huddled together in roofless out-houses and damp cellars in the most rigorous season of the year. It is no wonder if people in such extremity of distress, and moreover impressed, as they were, with the idea that the legislature had determined to do nothing to alleviate their calamities, should commit some enormities.

parts of Ireland in the last three or four years by the spirited exertions of individuals, and the liberal encouragement of the parliament *.

The rapid increase in the number of spinning engines, which took place in consequence of the expiration of Arkwright's patent, forms a new æra, not only in manufactures and commerce, but also in the dress of both sexes. The common use of silk, if it were only to be worn, while it retains its lustre, is proper only for ladies of ample fortune. And yet women of almost all ranks affected to wear it: and many in the lower classes of the middle ranks of society distressed their husbands, parents, and brothers, to procure that expensive finery. Neither was a handsome cotton gown attainable by women in humble circumstances; and thence the cottons were mixed with linen yarn to reduce their price. But now cotton yarn is cheaper than linen yarn; and cotton goods are very much used in place of cambrics, lawns, and other expensive fabrics of flax; and they have almost totally superseded the silks. Women of all ranks, from the highest to the lowest, are clothed in British manufactures of cotton, from the muslin cap on the crown of the head to the cotton stocking under the sole of the foot. The ingenuity of the calico-printers has kept pace with the ingenuity of the weavers and others concerned in the preceding stages of the manufacture, and produced patterns of printed goods, which for elegance of drawing exceed every thing that ever was imported, and for durability of colour generally stand the washing so well, as to appear fresh and new every time they are washed, and give an air of neatness and cleanliness to the wearer beyond the elegance of silk in the first freshness of its transitory lustre. But even the most elegant prints are excelled by the superior beauty and virgin purity of the muslins, the growth and the manufacture of the British dominions.

With the gentlemen cotton stuffs for waistcoats have almost superseded woollen cloths, and silk stuffs, I believe entirely: and they have the advantage, like the ladies' gowns, of having a new and fresh appearance every time they are washed. Cotton stockings have also become very general for summer wear, and have gained ground very much upon silk stockings, which are too thin for our climate, and too expensive for common wear for people of middling circumstances.

April 14th—We have seen the East-India trade of France laid open in August 1769, and the company reduced in January 1770 to a set of mere holders of government funds. A new company was again established, and vested with the privilege of an exclusive trade to all countries beyond the Cape of Good Hope, except the Isle of France and its dependencies, for seven years, in which term years of war were not to be

* 'One person in Dublin within three years 'above 50 spinning jennies for wool.' [Lord
[preceding 1784] made 95 carding machines, *Sheffield on the manufactures of Ireland*, p. 197, third
'394 spinning jennies for 70 threads each, and *ed.*]

reckoned. The French merchants having still the liberty of sending their vessels to the Isle of France and establishing commercial houses in it, that island, from being a thinly-settled agricultural colony, immediately became a populous commercial entrepot, the center of a vigorous and extensive commerce.

The tide of fashion, which in this country had run so long and so strongly in favour of French goods, especially those depending upon fancy, had now set as strongly in the contrary direction; and English manufactures of almost all kinds were in such request in France, that the shop-keepers used to write over their doors, ' Warehouse for English goods.' The king of France, in a decree issued on the 10th of July, very liberally declared, that nothing could be more agreeable to his own principles than a general liberty of trade, which should permit the free circulation of the produce and manufactures of all nations, making them all, as it were, but one nation in point of trade. But, unless such a liberal system could be universally and reciprocally established, he must consult the interest of his kingdom by prohibiting the importation of white calicoes, stuffs of cotton and linen mixed, handkerchiefs, dimities, and nankeens, except those imported by the India company or vessels licenced by a late decree. Foreign printed calicoes, whether imported from India or Europe, were ordered to be exported: and all muslins, gauzes, and lawns, of foreign manufacture were strictly forbidden to be sold in the kingdom. But he allowed his subjects till the 10th of August 1786 to dispose of the goods already in their possession, and also six weeks to receive goods already ordered from foreign countries. And he excepted from the prohibition blue linens, checks, &c. fit for the Guinea trade.

July 17th—In a few days this decree was followed by a second one, the preamble of which states, that the industry of the country was discouraged by the demand for foreign goods, ' and chiefly English ones, ' which from fashion and fancy have obtained a preference,' which was the more intolerable, as French goods were rigorously prohibited in England. Therefor the king strictly prohibited the importation of English sadlery, hosiery, woollen cloths, hardware, and all other English goods, except those allowed by a decree of the year 1601, whereof a list was annexed. All polished steel wares (except tools and instruments for the service of the arts and sciences) and glass and chrystal of foreign manufacture, were also strictly prohibited. Those who carried on no trade were permitted, upon obtaining a special licence, to import small quantities of foreign goods for their own use only: but, that the enjoyers of luxuries might be obliged to contribute to the general utility, they were to pay a duty of above thirty per cent on the value, to be applied for the encouragement of the national manufacture, and upon no account to be remitted to any person of whatever rank or quality.

It was said, that above a hundred looms in Spitalfields, in the gauze branch only, were stopped by the countermanding orders sent over in consequence of these decrees.

July—A combination of the ship-owners and others concerned in the coal trade to enhance the price of that necessary article was defeated by the proper attention of the lord mayor, and an intimation to them of his determination to enforce the law against them, if they persisted in their illegal purposes.

For several months the attention of the parliaments of Great Britain and Ireland, and of the public in general, had been fixed on the arrangements proposed for the equalization of commercial liberties and advantages in both kingdoms. This important object was first introduced in the parliament of Ireland (7th February 1785) by Mr. Orde, secretary to the lord lieutenant (and consequently prime minister of that kingdom) in the form of propositions for regulating the trade with the colonies, and that between the two kingdoms, together with an offer of a compensation for the concessions to be made by Great Britain. These were passed through both the houses of the Irish parliament in a few days: and they were laid before the British house of commons (22^d February) by Mr. Pitt, the first lord of the treasury and chancellor of the exchequer, who earnestly recommended the establishment of a permanent system of commercial intercourse between the two countries on a firm and liberal foundation, as the surest means of removing all jealousies and discontents, and promoting the real prosperity of both kingdoms. As an answer to the objections, which, he foresaw, would be raised against the proposal for equalizing the duties on produce and manufactures, he observed, that the manufacturers of Great Britain possessed such a decided superiority in capital, in skill, and in workmanship and establishments of machinery, that there could be no just apprehension of any formidable competition; and that the price of labour, at present the greatest advantage in favour of the manufactures of Ireland, would gradually advance along with the increase of capital and employment. We ought by no means, he added, to regard Ireland with an eye of jealousy; as the prosperity of that country, instead of detracting from, must ever augment the prosperity of, this, not only by giving us a rich customer instead of a poor one, but also by contributing to the protection of the empire a sum, the amount of which would increase in exact proportion to the increased prosperity of that kingdom.

The principal manufacturers of this kingdom were called upon by the committee of the privy council for trade to give their opinions as to the probable consequences of the ratification of the propositions upon their several branches of manufacture. And they generally agreed, that the manufacturers of this country would be obliged to transfer their capitals and their works to Ireland on account of the lighter

taxes, and consequently lower price of labour, in that country, notwithstanding the proposed countervailing duties. Nevertheless, though the manufacturers throughout the whole kingdom were most dreadfully alarmed; and above sixty petitions against the propositions were presented to the house of commons while the affair was depending, and though they were violently opposed in parliament, the propositions, with very important alterations and large additions, were passed in the house of commons on the 12th, or rather at eight o'clock in the morning of the 13th, of May; after which it remained for the parliament of Ireland to judge of the propriety and equity of the conditions, and to ratify them by their acceptance, or to reject them.

Without attempting to give any detail of the arguments for and against the proposed arrangement, which might entertain the reader with hopes and apprehensions (both in some degree imaginary) in a work appropriated to the narration of facts, I here lay before him in one view complete copies of the several propositions, as they were agreed to in each of the parliaments.

Plan of commercial intercourse between Great Britain and Ireland, passed in the parliament of Ireland.

I) Resolved, That it is the opinion of this committee, that it is highly important to the general interest of the British empire, that the trade between Great Britain and Ireland be encouraged and extended as much as possible, and for that purpose, that the intercourse and commerce be finally settled and regulated on permanent and equitable principles, for the mutual benefit of both countries.

II) Resolved, That, towards carrying into

Plan of commercial intercourse between Great Britain and Ireland, as finally passed by the house of commons of Great Britain.

I) That it is highly important to the general interests of the British empire, that the intercourse and commerce between Great Britain and Ireland should be finally regulated on permanent and equitable principles, for the mutual benefit of both countries.

II) That a full participation of commercial advantages should be permanently secured to Ireland, whenever a provision, equally permanent and secure, shall be made by the parliament of that kingdom towards defraying in proportion to its growing prosperity, the necessary expenses in time of peace, of protecting the trade and general interests of the empire.

III) That towards carrying into full effect so desirable a settlement, it is fit and proper, that all articles, not the growth or manufacture of Great Britain or Ireland, except those of the growth, produce, or manufacture, of any of the countries beyond the Cape of Good Hope, to the Straits of Magellan, should be imported in-

effect so desirable a settlement, it is fit and proper, that all articles, not the growth or manufacture of Great Britain or Ireland, should be imported into each kingdom from the other reciprocally, under the same regulations, and at the same duties (if subject to duties) to which they are liable, when imported directly from the place of their growth, product, or manufacture; and that all duties originally paid on the importation into either country respectively, shall be fully drawn back on exportation to the other.

III) Resolved, That for the same purpose it is proper, that no prohibition should exist in either country against the importation, use, or sale, of any article, the growth, product, or manufacture, of the other; and that the duty on the importation of every such article, if subject to duty in either country, should be precisely the same in the one country as in the other, except where an addition may be necessary in either country, in

to each kingdom from the other reciprocally, under the same regulations, and at the same duties (if subject to duties) to which they would be liable, when imported directly from the country or place from whence the same may have been imported into Great Britain or Ireland respectively, as the case may be; and that all duties originally paid on importation into either country respectively, except on arrack and foreign brandy, and on rum, and all sorts of strong waters not imported from the British colonies in the West-Indies, shall be fully drawn back on exportation to the other. But, nevertheless, that the duties shall continue to be protected and guarded, as at present, by withholding the drawback, until a certificate from the proper officers of the revenue in the kingdom to which the export may be made, shall be returned and compared with the entry outwards.

IV) That it is highly important to the general interests of the British empire, that the laws for regulating trade and navigation should be the same in Great Britain and Ireland; and therefore that it is essential, towards carrying into effect the present settlement, that all laws which have been made, or shall be made, in Great Britain, for securing exclusive privileges to the ships and mariners of Great Britain, Ireland, and the British colonies and plantations, and for regulating and restraining the trade of the British colonies and plantations, such laws imposing the same restraints, and conferring the same benefits on the subjects of both kingdoms, should be in force in Ireland by laws to be passed by the parliament of that kingdom for the same time, and in the same manner, as in Great Britain.

V) That it is farther essential to this settlement, that all goods and commodities of the growth, produce, or manufacture, of British or foreign colonies in America or the West-Indies, and the British or foreign settlements on the coast of Africa, imported into Ireland, should on importation be subject to the same duties and re-

consequence of an internal duty on any such article of its own consumption.

IV) Resolved, That in all cases where the duties on articles of the growth, product, or manufacture, of either country are different on the importation into the other, it would be expedient that they should be reduced in the kingdom, where they are the highest, to the amount payable in the other; and that all such articles should be exportable from the kingdom into which they shall be imported, as free from duty as the similar commodities or home manufactures of the same kingdom.

V) Resolved, That for the same purpose it is also proper, that in all cases where either kingdom shall charge articles of its own consumption with an internal duty on the manufacture, or a duty on the material, the same manufacture, when imported from the other, may be charged with a farther duty on importation to the same amount as the internal duty on the manufac-

gulations, as the like goods are, or from time to time shall be, subject to upon importation into Great Britain; or, if prohibited from being imported into Great Britain, shall in like manner be prohibited from being imported into Ireland.

VI) That in order to prevent illicit practices, injurious to the revenue and commerce of both kingdoms, it is expedient, that all goods, whether of the growth, produce, or manufacture, of Great Britain or Ireland, or of any foreign country, which shall hereafter be imported into Great Britain from Ireland, or into Ireland from Great Britain, should be put, by laws to be passed in the parliaments of the two kingdoms, under the same regulations with respect to bonds, cockets, and other instruments, to which the like goods are now subject in passing from one port of Great Britain to another.

VII) That for the like purpose it is also expedient, that when any goods, the growth, produce, or manufacture, of the British West-India islands, or any other of the British colonies or plantations, shall be shipped from Ireland for Great Britain, they should be accompanied with such original certificates of the revenue officers of the said colonies as shall be required by the law on importation into Great Britain; and that when the whole quantity included in one certificate shall not be shipped at any one time, the original certificate, properly indorsed as to quantity, should be sent with the first parcel; and to identify the remainder, if shipped at any future period, new certificates should be granted by the principal officers of the ports in Ireland, extracted from a register of the original documents, specifying the quantities before shipped from thence, by what vessels, and to what ports.

VIII) That it is essential for carrying into effect the present settlement, that all goods exported from Ireland to the British colonies in the West-Indies or in America, or to the British settlements on the coast of Africa, should from

ture, or to an amount adequate to counter-vail the duty on the material, and shall be entitled to such drawbacks or bounties on exportation, as may leave the same subject to no heavier burdens than the home-made manufacture; such farther duty to continue so long only as the internal consumption shall be charged with the duty or duties, to balance which it shall be imposed, or until the manufacture coming from the other kingdom shall be subjected there to an equal burden, not drawn back, or compensated on exportation.

VI) Resolved, that, in order to give permanency to the settlement now intended to be established, it is necessary, that no prohibition, or new or additional duties, should be hereafter imposed in either kingdom on the importation of any article of the growth, product, or manufacture, of the other, except such additional duties as may be requisite to balance duties on internal consumption, pursuant to the foregoing resolution.

time to time be made liable to such duties and drawbacks, and put under such regulations, as may be necessary, in order that the same may not be exported with less incumbrance of duties or imposition than the like goods shall be burdened with when exported from Great Britain.

IX) That it is essential to the general commercial interests of the empire, that, so long as the parliament of this kingdom shall think it advisable, that the commerce to the countries beyond the Cape of Good Hope shall be carried on solely by an exclusive company, having liberty to import into the port of London only, no goods of the growth, produce, or manufacture, of any countries beyond the Cape of Good Hope should be importable into Ireland from any foreign country, or from any settlement in the East-Indies belonging to any such foreign country; and that no goods of the growth, produce, or manufacture, of the said countries, should be allowed to be imported into Ireland, but through Great Britain; and it shall be lawful to export such goods of the growth, produce, or manufacture, of any of the countries beyond the Cape of Good Hope to the Straits of Magellan from Great Britain to Ireland, with the same duties retained thereon as are now retained on their being exported to that kingdom; but that an account shall be kept of the duties retained, and the net drawback on the said goods imported to Ireland; and that the amount thereof shall be remitted by the receiver-general of his Majesty's customs in Great Britain to the proper officer of the revenue in Ireland, to be placed to the account of his Majesty's revenue there, subject to the disposal of the parliament of that kingdom; and that, whenever the commerce to the said countries shall cease to be carried on by an exclusive company in the goods of the produce of countries beyond the Cape of Good Hope to the Straits of Magellan, the goods should be importable into Ireland from countries from which they may be importable to Great Britain and no other; and that no vessel should be cleared out from Ireland for

VII) Resolved, That, for the same purpose, it is necessary, farther, that no prohibitions, or new or additional duties, should be hereafter imposed in either kingdom on the exportation of any article of native growth, product, or manufacture, from thence to the other, except such as either kingdom may deem expedient, from time to time, upon corn, meal, malt, flour, and biscuit; and also, except where there now exists any prohibition, which is not reciprocal, or any duty, which is not equal in both kingdoms: in every such case the prohibition may be made reciprocal, or the duties raised, so as to make them equal.

VIII) Resolved, That, for the same purpose, it is necessary, that no bounties whatever should be paid or payable in either kingdom on the exportation of any article to the other, except such as relate to corn, meal, malt, flour, and biscuits; and such as are in the nature of drawbacks, or compensations for duties paid; and that no

any part of the countries from the Cape of Good Hope to the Straits of Magellan, but such as shall be freighted in Ireland by the said exclusive company, and shall have sailed from the port of London; and that the ships, going from Great Britain to any of the said countries beyond the Cape of Good Hope, should not be restrained from touching at any of the ports in Ireland, and taking onboard there any of the goods of the growth, produce, or manufacture, of that kingdom.

X) That no prohibition should exist in either country against the importation, use, or sale, of any article, the growth, produce, or manufacture, of the other; except such as either kingdom may judge expedient from time to time upon corn, meal, malt, flour, and biscuits; and except such qualified prohibitions, at present contained in any act of the British or Irish parliament, as do not absolutely prevent the importation of goods or manufactures, or materials of manufactures, but only regulate the weight, the size, the packages, or other particular circumstances, or prescribe the built, or country, and dimensions, of the ship importing the same; and also, except on ammunition, arms, gunpowder, and other utensils of war, importable only by virtue of his Majesty's licence; and that the duty on the importation of every such article (if subject to duty in either country) should be precisely the same in the one country as in the other, except where an addition may be necessary in either country in consequence of an internal duty on any such article of its own consumption, or in consequence of internal bounties in the country where such article is grown, produced, or manufactured, and except such duties as either kingdom may judge expedient from time to time upon corn, meal, malt, flour, and biscuits.

XI) That in all cases where the duties on articles of the growth, produce, or manufacture, of either country are different on the importation into the other, it is expedient that they

bounty should be granted in this kingdom on the exportation of any article imported from the British plantations, or any manufacture made of such article, unless in cases where a similar bounty is payable in Britain on exportation from thence, or where such bounty is merely in the nature of a drawback, or compensation of or for duties paid over and above any duties paid thereon in Britain.

IX) Resolved, That it is expedient for the general benefit of the British empire, that the importation of articles from foreign states should be regulated from time to time in each kingdom, on such terms as may afford an effectual preference to the importation of similar articles of the growth, produce, or manufacture, of the other.

X) Resolved, That it is essential to the commercial interests of this country to prevent, as much as possible, an accumulation of national debt; that therefore it is highly expedient, that the annual revenue of this king-

dom should be reduced in the kingdom, where they are highest, to an amount not exceeding the amount payable in the other; so that the same shall not be less than ten and a half per cent, where any article was charged with a duty on importation into Ireland of ten and a half per cent or upwards, previous to the 17th day of May 1782; and that all such articles should be exportable from the kingdom, into which they shall be imported, as free from duty as the similar commodities or home manufactures of the same kingdom.

XII) That it is also proper, that in all cases where the articles of the consumption of either kingdom shall be charged with an internal duty on the manufacture, the said manufacture, when imported from the other, may be charged with a farther duty on importation, adequate to countervail the internal duty on the manufacture as far as relates to the duties now charged thereon; such farther duty to continue so long only as the internal consumption shall be charged with the duty or duties, to balance which it shall be imposed; and that, where there is a duty on the importation of the raw material of any manufacture in one kingdom, greater than the like duty on raw materials in the other, such manufacture may, on its importation into the other kingdom, be charged with such a countervailing duty as may be sufficient to subject the same, so imported, to burdens adequate to those, which the manufacture composed of the like raw material is subject to, in consequence of duties on the importation of such material in the kingdom, into which such manufacture is so imported; and the said manufacture, so imported, shall be entitled to such drawbacks or bounties on exportation, as may leave the same subject to no heavier burden than the home-made manufacture.

XIII) That, in order to give permanency to the settlement now intended to be established, it is necessary, that no new or additional duties should be hereafter imposed in either kingdom

dom should be made equal to its annual expense.

XI) Resolved, that, for the better protection of trade, whatever sum the gross hereditary revenue of this kingdom (after deducting all drawbacks, repayments, or bounties granted in the nature of drawbacks) shall produce over and above the sum of six hundred and fifty-six thousand pounds in each year of peace, wherein the annual revenue shall equal the annual expense, and in each year of war, without regard to such equality, should be appropriated towards the support of the naval force of the empire, in such manner as the parliament of this kingdom shall direct.

on the importation of any article of the growth, produce, or manufacture of the other; except such additional duties as may be requisite to balance the duties on internal consumption, pursuant to the foregoing resolution, or in consequence of bounties remaining on such articles, when exported from the other kingdom.

XIV) That for the same purpose it is necessary farther, that no prohibition, or new or additional duties, shall be hereafter imposed in either kingdom, on the exportation of any article of native growth, produce, or manufacture, from the one kingdom to the other, except such as either kingdom may deem expedient from time to time upon corn, meal, malt, flour, and biscuits.

XV) That for the same purpose it is necessary, that no bounties whatsoever should be paid or payable in either kingdom on the exportation of any article to the other, except such as relate to corn, meal, malt, flour, and biscuits, and except also the bounties at present given by Great Britain on beer and spirits distilled from corn; and such as are in the nature of drawbacks or compensations for duties paid; and that no bounty should be payable on the exportation of any article to any British colonies or plantations, or to the British settlements on the coast of Africa, or on the exportation of any article imported from the British plantations, or from the British settlements on the

coast of Africa, or British settlements in the East-Indies; or any manufacture made of such article, unless in cases where a similar bounty is payable in Great Britain on exportation from thence, or where such bounty is merely in the nature of a drawback or compensation of or for duties paid, over and above any duties paid thereon in Britain; and where any internal bounty shall be given in either kingdom on any goods manufactured therein, and shall remain on such goods when exported, a countervailing duty adequate thereto may be laid upon the importation of the said goods into the other kingdom.

XVI) That it is expedient for the general benefit of the British empire, that the importation of articles from foreign countries should be regulated from time to time in each kingdom on such terms as may effectually favour the importation of similar articles of the growth,

product, or manufacture, of the other ; except in the case of materials of manufactures, which are, or hereafter may be, allowed to be imported from foreign countries duty free ; and that in all cases where any articles are, or may be, subject to higher duties on importation into this kingdom from the countries belonging to any of the states of North America, than the like goods are, or may be subject to, when imported as the growth, produce, or manufacture, of the British colonies and plantations, or as the produce of the fisheries carried on by British subjects, such articles shall be subject to the same duties on importation into Ireland from the countries belonging to any of the states of North America as the same are, or may be, subject to on importation from the said countries into this kingdom.

XVII) That it is expedient, that measures should be taken to prevent disputes touching the exercise of the right of the inhabitants of each kingdom to fish on the coast of any part of the British dominions.

XVIII) That it is expedient, that such privileges of printing and vending books, as are, or may be, legally possessed within Great Britain under the grant of the crown or otherwise, and the copy-rights of the authors and booksellers of Great Britain, should continue to be protected, in the manner they are at present, by the laws of Great Britain ; and that it is just, that measures should be taken by the parliament of Ireland for giving the like protection to the copy-rights of the authors and booksellers of that kingdom.

XIX) That it is expedient, that regulations should be adopted with respect to patents, to be hereafter granted for the encouragement of new inventions, so that the rights, privileges, and restrictions, thereon granted and contained, shall be of equal duration and force throughout Great Britain and Ireland.

XX) That the appropriation of whatever sum the gross hereditary revenue of the kingdom of Ireland (the due collection thereof being secured by permanent provisions) shall produce, after deducting all drawbacks, repayments, or bounties granted in the nature of drawbacks, over and above the sum of six hundred and fifty-six thousand pounds in each year, towards the support of the naval force of the empire, to be applied in such manner as the parliament of Ireland shall direct by an act to be passed for that purpose, will be a satisfactory provision, proportioned to the growing prosperity of that kingdom, towards defraying in time of peace the necessary expenses of protecting the trade and general interests of the empire.

Though these propositions were generally disliked on this side of the water, as conferring too great advantages on the trade of Ireland, they had not the good fortune to meet with a better reception in that country, where they were considered by most of the people as sacrificing the

manufactures and the commerce, and annihilating the honour and independence, of the kingdom; and petitions against the propositions sent over by the British parliament were presented to the parliament of Ireland by the merchants of Dublin and Cork, and most of the communities in the country. The business was again opened in the parliament of Ireland by Mr. Orde, (12th August) and very ably and keenly debated on both sides, the fourth proposition (of the British plan) being particularly reprobated by the opposition. But when it was put to the vote, and there appeared a majority of only 19 in favour of the question, so small a majority was considered, and felt by administration, as a defeat. Mr. Orde afterwards proposed, that the bill should be printed, and that nothing further should be done, till the people at large, having examined and understood it, should call upon parliament to resume and accomplish the business. The defeat of the propositions was celebrated by a general illumination of the city of Dublin on the ensuing day: and the people of Ireland never called upon parliament to resume the business.

September 27th—The proportion of opulence, and in some degree that of population, in the several United States of America, may be estimated from the quota, imposed upon each state by the grand committee of congress for raising the supplies for the service of the year, viz.

New Hampshire	105,416 dollars.	Pennsylvania	410,378 dollars.
Massachusetts	448,854	Delaware	44,886
Rhode-Island and Providence	64,636	Maryland	283,034
Connecticut	264,182	Virginia	512,974
New York	256,486	North Carolina	218,012
New Jersey	166,117	South Carolina	192,366
		Georgia	32,060

The rage for emigration, for depopulating Scotland and Ireland, and filling up the waste lands of America, revived with the peace, and went on in spite of the innumerable hardships, which the poor people suffered, partly owing to their own ignorance of the nature of the country they were going to, and partly to the brutality of those who undertook to convey them across the ocean*.

In the year 1648 the illustrious commercial city of Antwerp was cut

* In September 1784 the master of a ship from Greenock robbed his passengers, who had paid five guineas each for their passage, of their chests and provisions, and set 100 of them on shore on the island of Rathlin near the north coast of Ireland. [*Knox's View of the British empire*, p. 622.] This year a great number of emigrants from Ireland were wrecked on the shore of America to the southward of Delaware bay, and about two hundred men, women, and children perished.—An American newspaper relates, that 'The ship Paca, Captain Kelly, from Belfast, arrived at Baltimore in Maryland

' the 20th of July [1784] with above 460 emigrants; and on the 24th of the same month another vessel arrived at Philadelphia with upwards of 600! more ships with the same commodity were daily expected at the later place.' As connected with this subject, I will here observe, that in January 1788 a Bahamian vessel delivered 76 emigrants from the horrid fate of starving in a desert island, where they had been turned on shore by the master of a brig from Dunleary in Ireland, who had engaged to carry them to Charlestown.

off from having any communication with the sea by a stipulation in a treaty between Holland and Spain, that no large ship should be allowed to sail up to it. The citizens, though deprived of their foreign commerce, still continued to carry on some branches of manufacture with great reputation, and in some degree kept up the importance of the place by the great extent of their dealings in banking and exchange; while the ingenuity of the painters and jewelers confers a new celebrity upon Antwerp, and the admirable industry of the Flemish farmers still makes the whole of the adjacent country a garden. But many of the citizens have carried their capitals and their trade to other countries, and the city is not half filled with inhabitants. The emperor of Germany, desirous of restoring this antient commercial capital to its former eminence, demanded of the Dutch, that the navigation of the River Scheldt should be free and uninterrupted as far as Saftingen, a measure which could not fail of restoring to Antwerp the trade which Amsterdam had acquired in consequence of that city being deprived of the enjoyment of its natural advantages as a port.

November 8th—After many memorials and counter-memorials, and some petty hostilities, the contending parties concluded a treaty whereby the States general acknowledged the emperor's sovereignty over all parts of the river as far as Saftingen, and renounced the right of levying any toll on that part of the river, or of interrupting the navigation of the emperor's subjects; they still retaining, however, the sovereignty of the rest of the river, and of the canals of the Sas, the Swin, &c. They also agreed to evacuate the fort of Lillo, beyond which they used to allow no vessel to sail, and some other forts and places of less note. And the emperor in return made several concessions and renunciations of pretensions.

The debts, contracted during the late war, being now all either funded or otherways satisfied, it may be proper to give a concise view of the state of the national debt.

In the year 1764 (as has been already stated, *V. iii, p. 408*) the capital of the national debt amounted to - £139,561,807 2 4.

During the peace near eleven millions were paid off, by raising the land tax for some years to 4*s* in the pound, by sums received from the East-India company and the bank, and by the very languid operation of the sinking fund. Nevertheless there

still remained a capital debt of - - - 135,943,051 0 0
the annual interest on which amounted to - - - 4,480,821 0 0

This year, after all the floating debts were funded, the national debt consisted of the following capital sums with their annexed annual payments.

	Capitals.				Annuities.		
Due to the South-sea company. . . .	£24,065,084	13	11 $\frac{1}{2}$	..	721,952	10	9
Due to the bank of England	11,686,800	0	0	..	356,502	3	5
Due to the East-India company	4,200,000	0	0	..	126,000	0	0
Three-per-cent fund of the year 1726	1,000,000	0	0	..	30,000	0	0
Three-per-cent 1751, payable at } South-sea house }	1,919,600	0	0	..	57,588	0	0
Three-per-cent consolidated fund ..	107,399,696	5	1 $\frac{1}{2}$	..	3,221,990	17	9
Three-per-cent reduced	37,340,073	16	4	..	1,120,202	4	3
Four-per-cent consolidated	32,750,000	0	0	..	1,310,000	0	0
Five-per-cent Navy &c.	17,869,993	9	10	..	893,499	13	5.
Total of redeemable annuities	£238,231,248	5	2 $\frac{1}{2}$	..	7,837,735	9	7 $\frac{1}{2}$
Besides the above there were terminable Long annuities, which will expire 5 th January 1860 ..	}				680,375	0	0
and Short annuities to 5 th January 1808 }					404,331	8	5
Total of annuities payable half-yearly at the bank of England, &c.					8,922,441	18	0 $\frac{1}{2}$
There were also annuities, some for lives, and some for fixed } terms of years, payable at the exchequer, amounting to .. }					212,485	16	3

Total of annuities of all kinds payable to the national creditors * 9,134,927 14 3 $\frac{1}{2}$

There was moreover a capital debt of £1,991,000 : 0 : 0 consisting of sums granted by parliament as compensations to the loyalists of America for their losses by the war.

The annuities cost the public a further charge for paying and keeping the accounts, which, with some few exceptions, amounted to £562 : 10 : 0 upon every million of capital, (whether of a three, a four, or a five, per cent annuity) reckoning every £40,000 of the terminable annuities payable at the bank equivalent to a million of capital† : and there was also an expense in fees for issuing the money from the exchequer to the bank, South-sea house, and India house, at the rate of £100 for every million‡.

The debts, incurred by the United States of America on account of the war, have been variously estimated from nine to eighteen millions sterling : but fifteen millions, as stated by Mr. Coxe of Philadelphia, is probably nearest to the truth.

The war expenses of the other belligerent powers, according to an estimate made by a foreign writer upon finance, were as follows.

* This statement of the national debt is extracted from the account of it as it stood on the 5th of January 1787, contained in the act of parliament 27 Geo. III, c. 13, as being the most authentic. No alteration had then taken place in the amount of the debt or payments, unless, perhaps, some of the exchequer life annuities fallen in, which could make no difference worth noticing in so short a time upon an account of such magnitude.

† In March 1786 the proprietors of the bank, in consideration of the great increase of the national debt, agreed to take £450 per million, instead of the former allowances, for the management of the business.

‡ See the *Eleventh report of the commissioners for examining the public accounts.*

France, about seventy	} millions sterling.	[<i>Observations sur les principes de la finance par Van der Hey, p. 103.</i>]
Spain, about forty		
Holland, about ten		

This year Mr. Cort of Gosport invented a method of converting pig iron into bar iron, which was superior to the Swedish bar iron; an improvement in that most important branch of manufacture, which, if it could be sufficiently extended, would render this country independent of Sweden for the supply of an article so indispensibly necessary, and of which about three fourths of the quantity used in the iron manufactures of this country is imported. But, as a counterpoise to the beneficial effects of this improvement, I am obliged to relate, that, in consequence of the scarcity and high price of fuel, and of the high price of labour, some English proprietors of iron works about this time transferred their capitals from England to Russia, where they erected extensive works for rolling and slitting iron, and for tinning sheet iron. So true is it, that heavy taxes, the principal cause of the high price of labour, will devour themselves by diminishing the number of contributors to them. Nor is that the whole of the evil: foreigners are thereby instructed in the process of manufactures, the superiority of which has made Great Britain the first commercial nation in the world.

The art of dying the beautiful colour, called Turkey red, upon cotton was introduced this year in Glasgow by Mr. Charles Mackintosh, by means of an artist from Rouen in France. It was soon brought to such perfection, that cotton pulicate handkerchiefs were dyed with colours equal in beauty and fastness to those of India: and in five or six years thereafter 1,500 looms were employed in that one article. So important a matter is the excellence of colour in manufactures depending upon fancy. Glasgow claims the honour of having, first of any place in Great Britain, acquired the art of dying Turkey red. But it is disputed by Manchester in favour of Messieurs Borells, who got a premium of £2,500 from parliament as the introducers of the art. It is certain, that Mr. Wilson, an eminent dyer of that town, also obtained from the Greek dyers of Smyrna the secret of this curious dye, which he applied chiefly upon velvets and velverets; but I do not find in what year he began to practise it.

Europe seems to have been inspired at this time with a general spirit of improvement, which may perhaps in some degree have been the effect of the war, which brings people of different nations of those classes, who do not move from home in time of peace, to mix together, whereby they have opportunities of remarking the improvements and advantages, unknown, but attainable, in their own countries.

In the year 1784 a canal was begun in Spain, which was intended to effect a communication between the Bay of Biscay and the Mediterranean.

sea through a tract of country much more extensive than that intersected by the grand canal of Languedoc *, and also on a much grander scale, having nine feet depth of water, with a rise of 3,000 feet, and a length of 420 miles. Two thousand soldiers and as many peasants are employed as labourers upon this great national improvement, which, even in countries the most advanced in civilization and the progress of useful science, might be reckoned a stupendous undertaking. In May 1785 the bank offered to defray the whole expense of this great work; which, it was supposed may be finished in about thirty years (reckoning from the commencement of it) provided Spain might enjoy peace so long; a blessing, not to be expected in the present system of Europe. When it is perfected, the productions of the various parts of that great, and once flourishing, country, which the impossibility of carriage at present renders useless in many places to the proprietors, will find their proper value; and the access to new markets will rouse the people to industrious exertion.

In the beginning of the year 1785 the king of Spain established the Royal Philippine company. Their capital was about £1,300,000 sterling. They have the charge of dispatching the ships for South America, other ships, also under their direction, being appointed to carry on the trade between Acapulco (on the west coast of America) and the Philippine islands, the inhabitants of which subscribed a tenth part of the company's capital stock. The king of Spain also, for the further encouragement of trade, opened the ports of the Philippine islands to all nations†. In general, Spain may be said to have made considerable efforts to shake off the torpor, which had for some centuries sunk that fine country beneath its due place in the scale of Europe. The empire of superstition began to lose ground: learning and the useful arts were cultivated; and a spirit of liberality and improvement was generally diffused‡.

In the opposite extremity of Europe the Russians were making large strides to emulate, in point of enterprise and improvement, the other nations, who had got the start of them in civilization. The empress ordered an expedition by land for exploring the remote parts of her dominions: and she sent another by sea from the River Anadir to coast

* The canal of Languedoc carries only six feet of water; its greatest height is 600 feet; and its length about 220 miles.

† Notwithstanding all these apparent advantages, if we may judge from the opinion of the liberal and enlightened Perouse, formed upon his observations when he was at Manila, there is but little prospect of any very extensive or advantageous commerce being carried on in that most fertile and excellent country.

‡ It will not be impertinent to remark, as an in-

stance of the spirit of scientific research prevalent at this time in Spain, that among the prize subjects proposed by the Economical society of Madrid were the two following questions.—What is the true spirit of a legislation favourable to the agriculture, arts, industry, and commerce, of a great kingdom?—and, What are the evils arising from a perpetual entail of funded debt, and the best means to check and repair those evils without producing greater evils?

along the unknown shores of her own vast empire. A canal was made between the Twertz, a branch of the Wolga, and the Mista, which, by the help of the great lakes, opens a passage to the Neva, and thereby completes an inland navigation of 1,434 miles (chiefly indeed upon rivers and lakes) between the Caspian and the Baltic seas.

In Denmark a very capital, though a short, canal which was begun in the year 1777, was opened for use in the month of May this year, and made free to all nations, on paying the proper lock dues, for six years. It is only about twenty miles in length, though it goes quite across the peninsula of Yutland, and sea vessels drawing not above ten feet of water may pass through it from the Ocean to the Baltic sea. It cost about £200,000 sterling, and, though the greatest height of the ground is only about twenty-five feet, it is a very grand national work.

Even in Turkey the light of science began to shine out. A printing press, the vehicle of all knowledge, was established; and a history of the Turkish empire was published. The French Encyclopedie was translated by authority of the government, in order to be printed with all the illustrative plates. And the priests in vain opposed the illumination of the empire, as a dangerous encroachment upon the ancient established usages.

Early in the summer of the year 1785 the East-India company of Ostend and Trieste, a favourite object of the emperor's attention, became bankrupt for twenty millions of French livres; and the principal director absconded. Thus the whole project of becoming great in the East-India trade fell to the ground. The German trade on the Danube and the Black sea, the freedom of which had been extorted from the Turk in the day of his distress, was not much more successful than the India trade. It ought not to be forgotten, that the emperor, whose active mind was continually conceiving new plans of improvement, or at least alteration, after having laid such heavy duties on British manufactures as almost amounted to a prohibition, proceeded in December to command a total prohibition of the importation of British manufactures in every part of his dominions.

A new gold mine was discovered this year in the province of New Andalusia in South America.

The following account was published this year as the average of the imports of the principal articles from the French islands in the West-Indies.

Sugar,	130,000 casks, valued at	-	-	90,000,000 livres.
Coffee	60,000,000 pounds	-	-	45,000,000
Indigo	2,000,000 pounds	-	-	18,000,000
Cocoa	1,500,000 pounds	-	-	1,000,000
Cotton	3,000,000 pounds	-	-	6,000,000
				<hr/>
				160,000,000

The duties on these commodities, including those paid on the sugar

refined in France, amounted to 18,323,500 livres. And the ships employed in carrying them home to France are estimated at 600, and to average 300 tons burthen, and the seamen at 15,000.

About the end of this year there was a new coinage of louis d'or in France to the value of twenty-seven millions sterling. The standard of the gold in the new money was $21\frac{2}{3}\frac{1}{2}$ carats : and the proportion of silver to gold was fixed at fifteen for one.

The duty on coaches in Great Britain amounted this year to £163,988; a proof of the prosperity, as well as of the luxury, of the country.

If the estimated amount of the poor's rate in the years 1750 and 1774 viz. *three millions*, was nearly correct, [see above, V. iii, p. 560] it must have fallen much lower afterwards, even in time of war, which is rather improbable. From the returns made by each parish to parliament it appears, that the net expense of the poor in England and Wales for the year 1776 was

	-	-	-	£1,529,780	0	1
that the money raised by assessment in the year 1783 was	2,132,486	12	2			
	1784	2,185,889	7	8		
	1785	2,184,904	18	11		

and the net money annually paid for the use of the poor upon the average of these three years was - 2,004,238 5 11 the remainder of the money collected being expended upon vagrants, militia, bridges, gaols, churches, roads, minister's salaries, attendance on magistrates, entertainments, law suits, &c. *

The parishes of England and Wales appeared from returns also made to parliament, to possess, in addition to the contributions of the inhabitants, funds in land amounting annually to - £210,467 8 10 and in money - 48,243 10 5

£258,710 19 3

The following authentic account of the value of the merchandize exported from, and imported into, Petersburg in the course of this year, shows, that the British merchants took off above two-thirds of the goods shipped at that port, while they brought only about one quarter of those imported; whence it appears, that Russia receives from Great Britain the money necessary to pay for the goods taken from other countries.

By merchants of	Value of exports, Rubles.	Value of imports, Rubles.	Duties levied at Petersburg and Cronstadt, Rubles.	By merchants of	Value of exports, Rubles.	Value of imports, Rubles.	Duties levied at Petersburg and Cronstadt, Rubles.
Russia	2,556,307	6,077,938		Dantzic	1,501	2,282	
Great Britain	9,035,846	2,365,909		Hamburgh	113,861	174,093	
Holland	184,196	275,902		Switzerland	2,662	4,670	
Lubeck	72,122	88,451		Armenia	1,380	1,276	
Denmark	541,976	241,511		Rostock		32,496	
Spain	106,248	80,822		Saxony		11,482	
Portugal	121,935	129,479		Germany	1,344	80,287	
France	328,265	42,811		Sundry places	14,840	136,075	
Italy	278,295	84,521		By captains of vessels	30,166	141,065	
Prussia	1,005	20,150					
Sweden	45,688	42,550		Totals	13,497,637	10,033,776	3,082,698

* For particular accounts of the expences of the poor in each county, &c. see the *Parliamentary register*, V. xxxix, p. 438, or *Eden's State of the poor*, V. i, p. 370.

A. D. 1785.

99.

The official value of the imports and exports of Great Britain during the year 1785 was as follows.

Countries, &c.	Imported into		Exported from								
	ENGLAND.	SCOTLAND.	ENGLAND.			SCOTLAND.			Total.	Total.	Total.
			British merchandize.	Foreign merchandize.	Total.	British merchandize.	Foreign merchandize.	Total.			
mark, &c.	£84,313 16 4	£33,141 15 6	£139,640 19 0	143,571 3 5	283,212 3 2	33,799 8 3	5,384 3 11	39,183 12 2			
- - -	1,288,314 6 9	318,374 0 4	151,440 1 5	64,697 13 8	216,137 15 1	17,352 1 11	508 14 1	17,860 16 0			
- - -	164,378 10 10	39,387 4 9	25,523 9 4	35,700 16 5	61,284 5 9	2,634 15 1	1,388 4 7	4,022 19 8			
- - -	431,087 6 9	24,062 3 9	65,915 13 8	29,529 1 7	95,444 15 3	1,751 3 0	66 16 4	1,817 19 4			
- - -	540,113 4 4	10,064 14 8	674,855 19 6	699,126 0 7	1,373,982 0 1	326 0 10	195 0 0	521 0 10			
- - -	337,465 6 9	130,656 0 2	612,027 10 3	752,403 12 0	1,364,431 2 3	5,027 4 0	24,070 18 9	29,098 2 9			
- - -	127,360 4 2	583 16 0	396,707 4 0	497,405 2 4	894,112 6 4	87,353 6 8	54,519 3 8	141,872 10 4			
- - -	208,331 4 1	3,400 2 1	243,609 9 7	313,634 11 3	557,444 0 10	2,733 9 2	30,992 4 5	33,725 13 7			
- - -	401,898 1 10	26,166 18 1	784,733 14 11	10,491 14 9	795,225 9 8	1,198 9 10	45,671 4 9	46,869 14 7			
- - -	2,873 14 2	6 6 0	40,665 18 5	4,312 13 3	44,978 11 8	2,462 4 0	517 5 4	2,979 9 4			
- - -	685,333 2 5	12,379 12 4	722,881 2 7	54,656 11 7	777,537 14 2	10,334 14 4	10,191 14 0	10,526 8 4			
- - -	4,457 15 11		15,809 2 6	1,225 16 8	17,034 19 2						
- - -			305,487 7 6	540 10 3	306,028 3 9						
- - -	2,616 9 11		57,677 16 10	27,739 4 5	85,417 1 3	532 19 1	257 13 6	790 12 7			
- - -	684,510 15 3	2,644 16 9	404,924 5 9	105,927 13 1	510,851 18 10	2,319 8 0		2,319 8 0			
- - -	69,194 12 4		10,737 1 0	9,557 17 7	20,294 18 7						
- - -	146,906 1 3		52,096 13 11	30,352 16 5	82,449 10 4						
- - -	1,694,497 9 8	317,791 6 2	740,152 6 1	1,142,376 9 7	1,882,528 15 8	150,345 11 9	135,739 17 4	286,085 9 1			
- - -	8,201 6 6	188 10 0	17,392 5 7	13,314 5 0	30,706 10 7	1,161 10 1		1,161 10 1			
- - -	45,220 11 4	3,362 14 11	63,923 0 8	30,008 2 10	93,931 3 0	372 0 0		372 0 0			
- - -	63,727 12 10	10,512 11 11		913 13 10	913 13 10						
- - -	775,890 13 4	117,704 12 4	1,944,058 12 8	134,684 9 4	2,078,743 2 0	199,788 10 3	29,491 9 9	229,280 0 0			
- - -	204,009 17 2	4,522 9 3	455,576 7 9	195,059 5 0	651,235 13 3	32,165 7 10	7,887 9 9	40,052 17 7			
- - -	18,823 13 3		31,120 1 3	743 11 10	31,863 13 1						
- - -	4,052,974 16 6	287,130 5 9	975,930 10 2	103,084 12 10	1,079,015 3 0	106,988 5 10	11,207 3 3	118,195 9 1			
- - -	60,851 3 6		644 13 0	8 12 10	653 5 10						
- - -	2,703,940 14 1		1,074,275 13 4	79,257 1 5	1,153,532 14 0						
- - -	48,535 12 0		412,656 15 0	174,539 15 2	587,196 10 2						
- - -	1,554 2 5										
- - -	8,483 12 11		1,800 10 1	602 19 9	2,403 9 10						
- - -	34,076 17 0			30,941 10 0	30,941 10 0						
Totals	14,899,942 15 7	1,379,476 5 11	10,422,264 6 0	4,687,268 14 5	15,109,533 0 11	659,540 9 11	348,080 3 5	1,007,635 13 4			

Summary.

Imports of		England	Scotland	Totals	Exports of		England	Scotland	Totals
		£14,899,942 15 7	1,379,476 5 11			£10,422,264 6 0	4,687,268 14 5		£15,109,533 0 11
						650,546 9 11	348,080 3 5		1,007,635 13 4
Totals		£16,279,419 1 0				£11,081,810 16 5	£5,035,357 17 10		£16,117,168 14 3

There belonged this year to all the ports
 of England - 7,926 vessels of the reputed burthen of 751,626 tons
 and of Scotland 1,827 - - - - 107,980

Totals 9,753 859,606

There were entered this year in all the ports of Great Britain, from
 and to foreign countries, including repeated voyages,

	British		Foreign		Total.	
	Vessels.	Tuns.	Vessels.	Tuns.	Vessels.	Tuns.
Inward -	10,118	1,077,681	1,686	186,675	11,911	1,241,761
Outward -	11,293	1,115,022	1,022	121,197	12,609	1,182,479

The net amount of the customs, including the West India four-and-a-half-per-cent duty, paid into the exchequer in the course of the year, was
 from the custom-house in London - £4,472,091 13 3
 and from the custom-house in Edinburgh - 120,000 0 0

Total net revenue of the customs of Great Britain * £4,592,091 13 3

There were coined at the mint in the course of this year
 53,250 pounds of gold, value - - £2,488,106 5 0
 and no silver.

1786, March 3^d—The permission to import bread, flour, Indian corn, and live stock, from the United States to Newfoundland and the adjacent islands in British vessels, furnished with licences for that especial purpose, was extended to the 30th of June 1787. [26 *Geo. III*, c. 1.]

March 24th—The taxes upon retail shops in houses of less rent than thirty pounds a-year were lowered. [26 *Geo. III*, c. 9.]

The rapid increase of the flourishing commercial town of Liverpool calling for several new accommodations and improvements, an act was passed for additional market places, for making new streets and widening old ones, supplying the town with wholesome water, regulating hackney coachmen, porters, carters, &c. [26 *Geo. III*, c. 12.]

May 22^d—As the act [15 *Geo. III*, c. 31] for the encouragement of the Newfoundland fishery was soon to expire, it was thought expedient to renew it with increased bounties. It was therefor now enacted, that during ten years after the 1st of January 1787 the first two hundred vessels, which should land upon the coast of Newfoundland, a cargo of at least 10,000 fish from each vessel, caught entirely by the crew of the vessel on or before the 15th of July in each year, and proceed again to the fishing banks, and so return to the island with a second cargo of fish, should receive the following bounties, viz.

* The considerable increase of the customs this year was in a great measure owing to arrears paid up by the East-India company, which were due upon their imports of 1782 and 1783.

	carrying 12 or more men,		carrying from 7 to 11 men,	
	on wages	wholly on shares.	on wages	wholly on shares.
Each of the first hundred vessels	£40	£50	£25	£35
Each of the second hundred vessels	25	35	18	21

The vessels must be British built, and wholly owned by British subjects residing in Great Britain or Ireland, or the islands in Europe subject to the British crown; and the master, and at least three fourths of the crew, must be British subjects: but there is no limitation of the tonnage of the vessels in this act, as in the former one. The precautions against the desertion of the men, and their refusal to do their duty, were repeated with some improvements. The master of every vessel importing oil, blubber, or seal skins, is required to make oath, that they are the produce of fish or marine animals caught on, or near to, the coasts of Newfoundland by British subjects carrying on the fishery from Europe, in order to get them admitted to entry free of duty. To prevent the destruction of small cods, nets with meshes of less than four inches were prohibited to be used in that fishery under a penalty of £100. The fishermen and the inhabitants of Newfoundland were strictly prohibited from selling vessels or any thing belonging to them, fishing tackle of any kind, bait for fishing, or any produce of the island or of the fisheries, to any foreigners; and from purchasing any thing whatever from foreigners, with the exception of provisions under the restrictions enacted in the first act of this session. The importers of foreign salt into this kingdom are permitted to give bond for the duties, which may be cancelled by the exportation of the salt within twelve months. [26 *Geo. III*, c. 26.]

May 26th—The several provisions hitherto made for the reduction of the national debt by a sinking fund had been rendered ineffectual by the liberties frequently taken of diverting the money to other purposes. And as the fund itself was also of an uncertain amount, it is not to be wondered at, that the operation of it had been languid, and the reduction effected by it inconsiderable. It was now determined to make a certain, permanent, and unalienable, provision for that necessary purpose, to consist of an annual million to be paid quarterly, and of all the annuities for lives or for limited terms of years, as they should expire, the taxes appropriated for the payment of them still continuing to be levied upon the people. And the SINKING FUND, thus secured, was vested in six commissioners of high rank and character, for the purpose of paying off any branch of the debt, which may be above par (parliament previously taking the necessary steps to enable them) and buying, from those who offer them for sale, any branches of it, which are below par*,

* £100 is the par price of an annuity of £5. It has also been stated as the par price of one of £3 by most writers on the finances.

or, failing them, and no provision being made by parliament, such funds as they may think most eligible, though above par. And all dividends arising from such purchases are also to be immediately invested in the same manner. The commissioners are directed to make their purchases, in sums nearly equal, on every day of the week except Monday and Saturday, on which days they purchase none. The commissioners may subscribe a sum, not exceeding their annual income, in any new loan bearing interest at the same rate with some of the existing branches of the funds. And, lastly, whenever the annual income, including the annual million, as well as the dividends arising from the purchases, shall amount altogether to four millions, 'the dividends due on such part of the principal or capital stock as shall thenceforth be paid off by the said commissioners, and the monies payable on such annuities for lives or years as may afterwards cease and determine, shall no longer be issued at the receipt of his Majesty's exchequer, but shall be considered as redeemed by parliament, and shall remain to be disposed of as parliament shall direct.' [26 *Geo. III*, c. 31.]

It is evident that a fund, possessing so many copious sources of accumulation, and having no outlet of expenditure*, must soon increase to a prodigious amount. And indeed the measure has been of very important service, not only to the public in a corporate capacity, but also to the vast number of individuals, who have property in the public funds, and to such landholders as have occasion to bring their estates to market. In so far as it keeps the interest to be gotten by buying into the public funds from getting up to a very extravagant height, it is also of great benefit to the commercial world. Some political writers have amplified the advantages flowing from this permanent sinking fund to an incalculable extent. But the merits of it need no exaggeration.

The abatement of duty, allowed on salt carried to the island of Mann, was lessened. The quantity of refined and bastard sugar, to be annually carried to the same island, was limited to four hundred-weight of the former, and ten hundred-weight of the later, to be shipped only at Liverpool in British vessels, and to be landed only at Douglas: and the people of Mann are not allowed to export any part of it. The liberty of importing foreign fish in Mann was rescinded, except upon a failure of the fishery on the coasts of the island, in which case the magistrates, called the keys of Mann, are authorized to permit the importation of foreign herrings, not exceeding ten thousand barrels, for the consumption of the island. [26 *Geo. III*, c. 36.]

The flourishing commercial town of Newcastle upon Tyne obtained an act for various improvements, pretty much similar to that obtained in this same session by Liverpool. [26 *Geo. III*, c. 39.]

* There is a trifling expense of about £1,600 a-year for the secretary, broker, &c. but it does not appear to be borne by the fund, the amount

of all the various branches of income being exactly balanced by the purchases made in the year.

June 13th—For some time the attention of government had been very much turned to the suppression of every branch of smuggling. The commutation act, and the smuggling act, had already in a great measure abolished the trade of those who made smuggling their sole pursuit: but there remained a very considerable smuggling business, carried on by vessels in regular trade upon their arrival on the coast; and great impositions upon the revenue were committed by fraudulently re-landing goods shipped for exportation upon bounties and drawbacks. In order to remedy these evils, it was now enacted, that the commander of every British vessel, taking onboard goods for any British port, should make out a manifest, signed by himself, and containing the name, burthen, and description, of the vessel, the port to which she belongs, and the commander's name, together with an exact account of every article of the cargo, with the marks, numbers, and description, of the packages, and the place, or places, of shipping. The commander, before he sails from any port in the foreign dominions of Great Britain, must deliver his manifest to the principal officer of the customs, or, failing such officer, to the chief magistrate of the place, who is directed to take a copy of it, and to return the original, with an indorsement of the time when it was presented, and to transmit his duplicate to the collector of the port in Great Britain, to which the vessel is consigned. The commanders of vessels, sailing from ports belonging to foreign powers, must verify the contents of their manifests by oath taken before the British consul, or other chief British officer, at or near the port of shipping. On his arrival within four leagues of the British coast the commander is required to deliver a copy of the manifest to the first officer of the customs who shall board him; and on arriving within the limits of his port of consignment, he must deliver a second copy to the first officer who shall board him: and both officers are to acknowledge such delivery, with the date, &c. on the back of the original manifest, and to transmit their copies to the collector or comptroller of the port of consignment. The commander and chief mate of every vessel breaking bulk, or delivering any goods whatever, before permission to unload is duly obtained, unless in cases of absolute necessity, are made liable to fines of £200 each. The certificates, required by former acts on the importation of particular goods, still continue to be required. The commander and chief mate of every vessel outward bound must give bond with security for £200 each, that they will not allow any goods to be delivered illegally, nor give any obstruction to the officers of the revenue in the execution of their duty. To prevent frauds in receiving bounties or drawbacks, the packers or their foremen are required to make oath to the contents of all bales packed by them; and debentures are to be made out in the names of the real owners of the goods. With respect to goods exported to Ireland, Guernsey, or Jersey, the bounties or draw-

backs are not payable, till a certificate is received of the arrival of the goods. Commanders of vessels, neglecting to bring to at the usual places to receive onboard, or to land, the revenue officers, are made liable to a penalty of £100: and revenue officers are empowered to demand access to every part of any vessel, and forcibly to open any chest or box, the key of which is withheld from them. Commanders of ships of war, and inferior officers authorized by them, are empowered to seize any vessel or goods subject to forfeiture, without any deputation from the commissioners of the revenue.—The act contains a multitude of other regulations all tending to render it next to impossible to smuggle the smallest article from onboard a vessel, and also laying restraints upon the inland carriage of East-India goods. [26 Geo. III, c. 40.]

June 13th—The act for giving a bounty on the Greenland whale fishery being almost expired, a bounty of *thirty shillings* per tun, to continue for five years after the 25th of December 1786, was now allowed on every voyage to Greenland or Davis's straits to all British vessels properly qualified, of which the masters and three fourths of the crews are British subjects, and sailing from Great Britain, Guernsey, Jersey, or Mann, on or before the 10th of April in every year for the purpose of catching whales and other marine animals. Ships of 200 tuns must carry 40 harpoon irons and 40 lines, 4 boats, and 30 men, including the master and surgeon: and ships from 200 to 400 tuns must carry 10 harpoon irons, 10 lines, 1 boat, and 6 men for every 50 tuns of their measurement above 200. Vessels of 150 tuns are now entitled to the bounty, their number of men, &c. being in proportion: and after the 25th of December 1786 no vessel is entitled to bounty for more than 300 tuns, unless she has been already employed in the same fishery. Every ship must keep a regular log-book, which must be produced to the commander of any British ship of war they may meet with at sea, and to the British consul at any port they may put into, who are required to note upon it the time it was produced. And they must keep the Greenland seas, the southern limit of which is declared to be the parallel of 59° 30' north latitude, till the 10th day of August, unless they may have sooner obtained a cargo of at least 10 tuns of oil, or instead of it 15 tuns of blubber, and one half tun of whale fins, for every 100 tuns of their vessel's burthen, the produce of whales or other marine animals caught by the crew in those seas.—The oil, blubber, and fins, of whales, the oil and skins of seals, and in general the produce of marine animals caught in the Greenland seas by British vessels conforming to all the regulations of this act, are admitted to entry free of duty.—And vessels fitted out from Ireland, agreeable to the regulations of this act; are also entitled to the same bounty. [26 Geo. III, c. 41.]

Parliament laid an additional duty of one halfpenny on every batten, and of two pence on every deal, imported in Great Britain. [26 Geo. III, c. 42.]

The bounty of 7*s*, and the additional bounty of 2*s*, on every hoghead, containing 50 gallons, of salted pilchards exported, which were allowed by former acts, were continued till the 24th of June 1791; with a condition, that, when more than 20,000 hogheads are exported in any one year, the additional bounty of 2*s* shall be allowed only for 20,000 hogheads, and that sum shall be divided among the whole exporters in proportion to the quantity exported by each. [26 *Geo. III*, c. 45.]

June 16th—For the encouragement of the Southern whale fishery, the following premiums were enacted to be paid for ten years to twenty vessels prosecuting that fishery according to the regulations prescribed, viz.

For *fifteen* vessels, which should sail between the 1st of May and the 1st of September in each year, and having proceeded to the southward of 7° north latitude, and carried on the fishery for whales and other marine animals, should return to Great Britain before the 1st of July in the subsequent year,

each of three ships having the greatest quantity of pure oil or

head-matter	-	-	-	-	-	-	£500
each of the three having the next greatest quantities	-	-	-	-	-	-	400
each of the three having the next greatest quantities	-	-	-	-	-	-	300
each of the three having the next greatest quantities	-	-	-	-	-	-	200
each of the three having the next greatest quantities	-	-	-	-	-	-	100

For *five* vessels, sailing as above, and proceeding beyond 36° south latitude, and returning not sooner than eighteen months, nor later than twenty-eight months, after the 1st of May in the year of their departure, premiums of £700, £600, £500, £400, and £300, according to the quantity of oil and head-matter.

No premium is allowed to any vessel having less than twenty tuns of oil and head-matter, and the whole must be the produce of whales or other marine animals really caught by the crews of the vessels. The vessels must be British-built, and owned by persons residing in Great Britain, Ireland, Guernsey, Jersey, or Mann; and the commanders and three fourths of the crews must be British subjects: but vessels clearing out from Great Britain may carry foreign protestants, who have been formerly employed in such fisheries, on their making oath that they intend to settle in Great Britain as subjects. Each vessel must have one apprentice, bound for three years, for every fifty tuns of her measurement. The vessels may clear out from any port of Great Britain, Ireland, Guernsey, Jersey, or Mann. A regular log-book must be kept, which must be produced to the commander of every British ship of war met with at sea, and to the British consul, if any, in every port the ship may touch at, and finally must be delivered, with attestation upon oath of the truth of the contents, to the collector of the customs at the port of arrival. Vessels engaged in these fishing voyages are allowed, upon

taking out a licence from the East-India company for every voyage, to proceed 15° to the eastward of the Cape of Good Hope, and as far north in the Indian ocean as 30° south latitude ; and, on taking a licence from the South-sea company, to proceed 50° to the westward of Cape Horn, and as far north in the Pacific ocean as the Equinoctial line : but they must neither carry out, nor import, any other goods than the materials for their fishery, and the produce of it. Foreigners, accustomed to this fishery, after having been employed in it during five years out of British ports, and having settled their families in Great Britain, become entitled to the privileges of British subjects ; and vessels belonging to such foreigners, after having been five years employed in the fishery, may be licenced as British vessels. [26 *Geo. III*, c. 50.]

An act was passed to prevent the fraudulent removal of tobacco ; and for fixing the duty upon tobacco, the produce of the British colonies or the United states of America, at $1\frac{1}{2}\frac{2}{3}\frac{2}{3}$ per pound-weight ; and discontinuing the discount that used to be allowed on paying the bonds ; and also establishing some other regulations for the security of the revenue arising from that article. [26 *Geo. III*, c. 52.]

The following acts of parliament were continued for limited times, viz.

The act for the importation of lumber from the British colonies in America free of duty, continued till 29th September 1792.

The act for granting an allowance upon the exportation of British-made gun-powder, continued till 29th September 1792.

The act for encouraging the manufacture of British sail-cloth, and for securing the duties on the importation of foreign sail-cloth, continued till 29th September 1792.

The act for carrying British sugars from the place of their growth in British-built vessels, navigated according to law, directly to foreign parts, continued till 29th September 1792.

The act for importing salt from Europe into the province of Quebec, continued till 24th June 1790.

The act for the free importation of tallow, hog's lard, and grease, continued till 25th March 1788.

The act for permitting the free importation of raw goat skins, continued till 20th June 1790.

The act for altering the duties on the importation of the several species of ashes used in the manufactures, continued till 31st March 1789.

The act for registering the prices of corn sold in Great Britain, and the quantities of corn imported and exported, prolonged for seven years.

The act for allowing drawbacks on materials used in the manufactures of flax and cotton, continued till 1st January 1788.

The allowance of drawback of the duties on rum shipped as stores onboard merchant vessels, continued in force till 1st April 1788.

The act for a bounty on the importation of hemp and undressed flax from the British colonies in America, continued till 24th June 1806. [26 *Geo. III*, c. 53.]

In an act for amending the India regulating act [24 *Geo. III*, c. 25] new rules were laid down for conducting trials for offences committed in India: the section, compelling the servants of the company returning from India to deliver inventories of their property, was repealed: and the governors and judicatures in India were empowered to seize the persons and property of interlopers, and to proceed to judgement upon them. [26 *Geo. III*, c. 57.]

June 27th—Several of the duties, payable upon the importation of foreign wines, were now repealed. In addition to the tunnage, poundage, and other subsidies, &c. not repealed by this act, £35 : 14 : 0 per tun on French wines, and £17 : 17 : 0 per tun on all other wines, were imposed: and these duties were put under the management of the commissioners of excise. From these duties there were allowed drawbacks on exportation,

	to America	to the East-Indies	to any other place.
on French wine exported	£19 13 0	£19 13 0	£11 5 0
on other wine exported	14 7 0	9 17 0	5 13 0

A multitude of other regulations were at the same time enacted to prevent frauds upon the revenue in the wine trade. [26 *Geo. III*, c. 59.]

For the encouragement of British shipping it was enacted, that after the 1st day of August 1786 no vessel should be accounted British, unless she were built in the British dominions, or taken as a prize. Every decked vessel of the burthen of fifteen tuns or more must have her burthen (or measurement) accurately ascertained according to a prescribed rule for determining the length of the keel, which multiplied by the breadth, and the product by half the breadth, all in feet, and that product divided by 94, gives the legal number of tuns. Her name, with that of the port she belongs to, must be conspicuously painted upon her stern. And a register must be taken out for her, wherein must be described very accurately her dimensions, burthen, built, rig, the port she belongs to, the names of the owners, who must all reside in the British dominions (unless some of them are members of British factories, or partners in British mercantile houses, residing abroad, and actually trading with Great Britain or Ireland) the name of the commander, together with every other distinguishing particular, the most minute. The name of a vessel must upon no account be altered; and every change of the property, or of the commander, must be indorsed upon the certificate of registry, and also entered in the book of registers kept at the port she belongs to. If vessels are raised upon, or lengthened, new certificates must be obtained. The proper officer at every port is directed to send a copy of every register to the custom-house at London or Edin-

burgh.—Vessels belonging to, and duely registered in, Ireland, enjoy all the privileges of British ships.—Vessels belonging to any of the royal family, and craft used solely for inland navigation, are not subjected to the regulations of this act. [26 *Geo. III*, c. 60.]

July 5th—The East-India company were empowered, for the further extension of their commerce, to borrow a sum of money at an interest of *three per cent* *, the whole annual interest not exceeding £36,226 : 16 : 0, which together with £89,773 : 4 : 0, the interest payable on £2,992,440 : 5 : 0 borrowed by them in virtue of a former act, [23 *Geo. II*, c. 22] are equal to the annual sum of £126,000, payable to the company by the public, as interest at three per cent on £4,200,000 advanced at various times by the company, the debt of the public to the company being a collateral security to the holders of the annuities. The company were also empowered to add to their stock the sum of £800,000, at the rate of £160 to be paid for every £100 of stock subscribed for, and the present proprietors of stock were entitled to a preference in subscribing, as far as 50 per cent upon the stock held by them. This addition makes the whole capital stock of the company £4,000,000. [26 *Geo. III*, c. 62.]

New regulations were again enacted this year for the Scottish distilleries. [26 *Geo. III*, c. 64.] But there is no end of the variations of the distillery and fishery laws.

There was a lottery this year for 50,000 tickets, on which government had a profit of £188,750. [26 *Geo. III*, c. 65.]

New regulations were also made for the English distilleries: and some of the duties on British West-India rum were repealed, which, it was hoped, would give a further check to the business of smuggling. [26 *Geo. III*, c. 73.]

For the encouragement of the importation of foreign wines, an additional duty of 6s per barrel, with 15 per cent on the amount of it, was laid upon all made wines, sweets, or British wines, made for sale. [26 *Geo. III*, c. 74.]

Wool cards, or flock cards, not above 4s per pair, and spinner's cards not above 1s 6d per pair, in value, were allowed to be exported. [26 *Geo. III*, c. 76.]

Many regulations were enacted for securing the duties on a variety of articles subject to excise, and to prevent frauds on the revenue in the exportation of such articles. [26 *Geo. III*, cc. 77, 78.]

By a new act 'for the more effectual encouragement of the British fisheries,' an annual bounty of *twenty shillings* per tun, to continue for seven years after the 1st of June 1787, was granted to every decked ves-

* It does not follow, that they were to receive purchase money as they could for a transferable annuity of £3. £100 for an annual payment of £3, as the term annuity of £3. *three per cent* imports. They were to obtain such.

fel of fifteen tuns burthen or more, built in Great Britain after the 1st of January 1780, and carrying five men for fifteen tuns, and one man for every five tuns, above fifteen, of her burthen. She must also have onboard twelve bushels of salt for every last of herrings she is capable of carrying, and as many new barrels, made of staves half an inch in thickness, and full bound, as she can stow; also 250 square yards of net (of any dimension most convenient) with proper appendages, for every tun of her burthen: and she must sail between the 1st of June and the 1st of October directly to the fishing station, and there continue fishing for three months, reckoning from the day of wetting the nets, unless she shall have sooner obtained a full cargo, wholly caught by the crew*. A further bounty is allowed of 4/ for every barrel of repacked herrings landed at the port of arrival, as far as a proportion of two barrels and a half for every tun of the vessel's burthen, and of 1/ for every barrel beyond that proportion. But the barrels are counted at landing, when they are in the condition of sea-steeks (herrings salted and barreled at sea), and four barrels in that condition are reckoned for three barrels of repacked. As some encouragement to the boat fishery a bounty of 1/ per barrel was allowed for herrings, properly salted and cured, landed from open boats. All casks entitled to bounty must have a distinguishing mark, and also the curer's name, branded upon them, on penalty of forfeiture.

For the further encouragement of the *deep-sea fishery* on the north and north-east coasts of this kingdom, premiums of 80, 60, 40, and 20, guineas were allotted to be paid, in addition to the tunnage and barrel bounties, to the four vessels, having the greatest quantities of herrings, caught by their own crews, landed between the 1st day of June and the last day of November † in each of the seven years.

In order to extend the sale of fish, and to provide a cheap and wholesome article of food, the duties hitherto payable on the carriage of fish caught by British subjects for home consumption were now abolished, except in the case of fish carried from Scotland to England, on which a duty is laid for equalizing the salt duties. The bounty of 5/ per tun, given by an act of 5 Geo. I, on particular kinds of cured fish, was now reduced to 3/. Some efforts were made by this act to lighten the intolerable grievances of the salt bonds; and the revenue officers were prohibited from taking any fees.

The bounty of 1/ per barrel was allowed on herrings caught by boats on the coast of Mann, and landed on that island: and the duties on the

* Mr. Irving's official account, given in to the committee of the house of commons in the year 1798, shows that in 1787 one vessel of 27 tuns belonging to Ilfracombe received a bounty of £27 in virtue of this act, no other vessel belonging to Eng-

land having received any thing during the whole continuance of the act; and not one vessel belonging to Scotland ever received this bounty.

† So, I suppose, we should understand 'the thirty-first day of November.'

importation of herrings thence to Great Britain were repealed. [2 *Geo. III*, c. 81.]

The bounty on the exportation of British-made cordage, enacted by act 6 *Geo. III*, c. 45, and continued by several others, was now further continued for four years more. But no quantity under three tuns is entitled to bounty; nor any quantity, unless the exporting vessel appears, upon inspection, to have a sufficient store of cordage for her own use during the voyage. [26 *Geo. III*, c. 85.]

It being thought too great a hardship upon the owners of vessels to be liable to the shippers for the full amount of all damage, however great, done to property onboard their vessels by robbery, fire, &c. it was now enacted, that no owner should be liable to make good any damage to a greater amount than the value of the vessel and the freight, nor should be liable at all for any losses occasioned by fire happening onboard vessels, nor for gold, silver, watches, or jewels, unless the proprietor of them shall have shipped them as such, and described them properly in the bills of loading. [26 *Geo. III*, c. 86.]

Commissioners were appointed for erecting a lighthouse on Kinaird head in Aberdeen-shire, another on South Ronaldsay, one of the Orkney islands, a third on the Point of Scalpa adjacent to Herries, and a fourth on the Mull of Kentire. They were vested with the usual powers for purchasing lands, &c. and empowered to levy a duty of one penny per tun on all British vessels, and two pence per tun on all foreign vessels, passing the whole, or any, of the light-houses; except open boats, vessels belonging to the navy and the revenue, and vessels going to, or coming from, the Greenland fishery and Archangel. [26 *Geo. III*, c. 101.]

A number of noblemen and gentlemen were incorporated by the stile of *The BRITISH SOCIETY for extending the fisheries and improving the sea coasts of this kingdom*. The end and purpose of their incorporation is declared to be the erection of free towns and villages, harbours, and fishing stations, in the Highlands and islands of North Britain, for the improvement of fisheries, agriculture, manufactures, and other useful objects of industry, in that part of the kingdom, where the dispersed situation of the inhabitants has hitherto impeded their exertions; it being hoped, that the towns will become nurseries of seamen for the defence of the kingdom, and put a stop to the dangerous spirit of emigration. The company are invested with the usual privileges and powers of a joint-stock company; and persons who may be incapacitated by entails, minority, &c. are empowered to sell lands to them. Their stock is divided into shares of £50 each, and no one is permitted to hold above ten shares. It is transferable by purchase, gift, &c.: but the subscribers were restrained from making any sales of stock before the 10th of August 1789. [26 *Geo. III*, c. 106.]

July 14th—It had been agreed upon by the sixth article of the late treaty of peace with Spain, that the British settlers were totally to evacuate every part of the main-land of America, whereof the sovereignty is claimed by Spain, except a district allotted for them on the west coast of the Bay of Honduras. It was now more expressly concluded upon, that the British settlers, scattered along the Musquito shore and on the adjacent islands, should entirely abandon their possessions. And the king of Spain, in order to accommodate them, enlarged the district, allowed to the British logwood-cutters on the Bay of Honduras, by adding to it the tract of land extending from the River Balize south to the River Sibun : and he confirmed to them the right of cutting and shipping dye-woods, mahogany, and all other kinds of wood, and every other spontaneous production of the soil. But it was expressly provided, that no plantation of sugar, coffee, cacao, or other such articles, nor any manufactures, nor any mills or other machinery, should be established, save only saw-mills for preparing the wood for shipping. He also gave them liberty to settle on a small island near the coast, called Cayo Casina, or S^t. George's key. But they were nowhere to erect any fortifications, or plant any artillery : and every possible precaution against smuggling was to be observed.

The small handful of British subjects, whose settlement among the Musquito Indians so powerfully excited the jealousy of Spain, were not wood-cutters, but cotton-planters : and, I believe, when they left their little plantations in consequence of this convention, not one of them went to the country allotted for them by it.

It was now (and, strange to tell, not till now) discovered, that France was capable of being a most valuable commercial connection to Great Britain, and that a trade with twenty-four millions of people, possessing many valuable commodities which we stand in need of, and wanting many valuable articles which we manufacture, and having moreover a currency of near ninety millions sterling of real gold and silver money, was likely to be an object of greater importance to a manufacturing and commercial people, than a trade with any nation of inferior population and opulence. Besides, France is a near and certain market, with a quick, and comparatively sure, return. And the consequence of legitimating a direct intercourse with that country must be, that the demand for our goods, which found their way into France in spite of prohibitory duties and forfeitures, must be prodigiously increased, when they can be carried fairly and openly as articles of lawful commerce : and on the other hand, those articles of French produce, which we cannot, or at least will not, want, will be brought by a direct and cheap, instead of a circuitous and expensive, conveyance ; and the profits of the trade will be transferred from the smuggler to the fair and respectable trader, to the great

advantage of the community in general, and the vast increase of the revenue *.

Actuated by the sense of these reciprocal advantages, and by the liberality of principles now generally gaining ground throughout the world, both courts appointed plenipotentiaries, viz. Mr. Eden (now Lord Auckland) on the part of Great Britain, and Mr. de Reyneval on the part of France, who met at Versailles, (September 26th) and concluded

A treaty of commerce and navigation between Great Britain and France, whereby (Article 1st) a perfect liberty of commerce and navigation is mutually granted to the subjects of both powers in their European dominions.

2) In case of hostilities the subjects of either power, settled in the dominions of the other, are to be permitted to remain and continue their trade undisturbed, unless their conduct shall render them suspected; and even in that case they are to be allowed twelve months to settle their affairs, provided they do nothing contrary to the established laws.

3) The subjects of either power are to abstain from all acts of hostility against the subjects of the other, and not upon any account to accept commissions for fitting out privateers from any prince or state at war with either of the contracting powers.

4, 5, 12) The subjects of either power may freely import in their own vessels into the European dominions of the other every kind of merchandize, not particularly prohibited. They and their families may reside as long as they please, either as house-holders or lodgers, free from every restraint with respect to religion, and from any exaction under the name of head money or argent du chef, and under no other obligation than duely conforming to the established laws of the land. They may travel throughout the country without needing licences or passports; and they may depart when they think proper. They may buy all lawful kinds of merchandize from manufacturers or others, and they may dispose of their own goods in their warehouses or elsewhere, at

* It was objected to the treaty, that the voyages to France would not so effectually form a body of seamen for manning the navy as more distant voyages; as if commerce were to be carried on for no other purpose but to prepare men for war, the destruction of commerce. Upon that principle we ought to give up the trade to Holland, Germany, and even Portugal, the favourite object of the opposers of the commercial treaty with France, and only prosecute voyages to India, China, New Holland, and the north-west coast of America. But the strongest objections seem to have been founded on the vile and illiberal idea (to call it no worse) that France is the *natural enemy* of this country.—What is the meaning of

the term *natural enemy*? Is it *next neighbour*? If so, England and Scotland must in former times have been continually natural enemies. But it is certain, that these two *bordering* kingdoms lived in great harmony, without any national quarrels, and without any warfare, except some trifling battles in favour of parties in England, for two centuries, before the inordinate ambition of Edward I lighted up a war, which continued, with intervals of insincere pacification, to desolate both kingdoms, till their crowns were united upon one head. The happy situation of united Great Britain renders it impossible for any neighbour to quarrel with us upon the subject of disputed boundaries.

such times, and in such manner, as they may think most for their interest, only paying the duties payable by the inhabitants of the place, or those established by this present treaty.

6) It is agreed, that the wines of France, imported directly from that kingdom, shall pay no higher duties in Great Britain than those now paid by the wines of Portugal, and no higher duties in Ireland than they already pay in that country. The duty on French vinegar in Britain is reduced from £67 : 5 : $3\frac{1}{2}\frac{2}{5}$ to £32 : 18 : $10\frac{1}{2}\frac{6}{5}$ sterling per tun, and on brandy from 9/6 $\frac{1}{2}\frac{2}{5}$ to 7/ per gallon of English measure. Oil of olives direct from France to pay the same duties that are paid on that article from the most favoured nation.

Beer to pay reciprocally a duty of	-	-	-	30	} per cent ad valorem.
Hardware, cutlery, cabinet-ware, turnery, and all works of iron, steel, copper, and brass, to be classed, and the highest duty on them not to exceed	-	-	-	10	
All sorts of cotton manufactures and woollen manufactures, including hosiery, to pay in either country an import duty of	-	-	-	12	

excepting those mixed with silk, which are prohibited on both sides.

Cambrics and lawns to pay in either country an import duty of 5/ sterling, or 6 livres Tournois, per half piece of $7\frac{3}{4}$ yards : and linens, made of flax or hemp in the dominions of either power, to pay no higher duties in either country, than Dutch or Flemish linens now pay on importation into Great Britain : and such linens, made in France or Ireland, to pay reciprocally no higher duties than Dutch linens now pay in Ireland.

Sadlery to pay	-	-	-	15	} per cent ad valorem reciprocally.
Gauzes	-	-	-	10	
Made-up millinery	-	-	-	12	
Porcelain, earthen-ware, and pottery	-	-	-	12	
Plate glass, and glass-ware in general	-	-	-	12	

A right of imposing duties, sufficient to countervail the internal duties on the manufactures, or those on the importation of the raw materials, upon linens, printed or stained cottons, beer, glass-ware, plate glass, and iron, was reserved by Britain ; and a similar right with respect to cottons, iron, and beer, was reserved by France.

7) Goods not specified are to pay such duties as are paid by the most favoured European nation in the country where the import or export takes place : and the subjects and vessels of either nation are to be treated by the other with all the kindness shown to the most favoured, and also to be immediately admitted to a participation of such further advantages, as may afterwards be granted to any European nation ; without prejudice, however, to the Family compact (signed in the year 1761) on the one side, nor to the treaty with Portugal (signed in 1703) on the other.

8) No goods are to be liable to confiscation on pretence of fraud or defect in making them : but the buyers and sellers are to be left to their own free liberty in fixing such prices as they can agree.

9) Goods are not to be charged with duties for the weight of the casks, chests, &c. : but the fair tare shall be allowed for the weight of every package.

10) In case the master of a vessel, his interpreter, or factor, make any mistake in entering the cargo, if there is no manifest appearance of fraud, neither vessel nor cargo shall be forfeited ; but the mistake may be rectified without any penalty, unless when goods are landed without making the due declaration.

11) If either party shall establish prohibitions, or augment the import duties upon the commodities of the other, not specified in the tariff, such prohibitions or augmentation shall in like manner affect the like goods of the other most favoured European nations : and any revocation of prohibition, or diminution of duties on the articles of any other European nation shall also be reciprocally extended to the similar articles produced or manufactured in France or Great Britain.

13) Each party reserves a power of adding to the duties, imposed by this treaty, in consequence of bounties being granted by the other upon the exportation of any particular article ; but not in consequence of drawbacks, or restitutions, of duties, allowed upon exportation.

14) The advantages, granted to British subjects in virtue of this treaty, are to take effect, as soon as the legislatures of Great Britain and Ireland pass laws for securing the reciprocal advantages granted to the subjects of France *.

15) It is agreed, that British vessels shall not pay freight duty, or any other such duty, in the ports of France : and French vessels shall be exempted from the duty of 5/, and every similar charge, in the British ports.

16) Foreign privateers, belonging to any prince or state at war with either of the contracting powers, shall not be permitted to fit out in the ports of either kingdom, nor to sell their prizes, nor even to purchase victuals, except merely what may be necessary to carry them to the nearest port of their own country.

17) Seamen belonging to one country are not to be permitted to desert their vessels, when in the ports of the other, on account of disputes with their commanders : but the magistrates of the place shall require the person accused to give the accuser a declaration in writing, binding himself to appear before a competent judge in his own country, which writing the magistrate shall witness.—The merchants are at liberty to keep their books as they think proper, and to write their letters in any

* The commercial treaty was confirmed in the British parliament by the act 27 *Geo. III*, c. 13, passed 25th April 1787

language they chuse. In case of books being brought into court as evidence, the judge shall have liberty to examine only the accounts relating to the matter in dispute, with as much more as may serve to verify the books: and they shall upon no account be detained from the merchant, unless in case of bankruptcy. British subjects in France are not obliged to write their accounts, &c. upon stamped paper, except their day-book, which in order to have validity must be indorsed and attested *gratis* by the judge.

18) British merchants and commanders of vessels have full liberty to manage their own business in the ports of France, or to employ whom they think proper, without any obligation to pay any thing to interpreters or brokers, unless they chuse to employ them. Neither are they obliged to employ the people appointed by public authority to load and unload vessels; but may do their work by their own people, or by any others they may chuse to employ: nor shall they be forced to unload into other vessels, nor to receive any merchandize into their own, nor to wait for their loading longer than they please. And the subjects of France are to enjoy equal privileges and liberties in the British ports.

19) In case of a loaded vessel belonging to either country being forced by a storm into a port in the other, she shall not be obliged to unload her cargo, or to pay any duties, unless it be necessary to sell a part of the cargo to pay the expense of refitting, or to purchase necessities; whereupon, leave being obtained from the proper officer, a part of the cargo may be landed, and duties are to be paid for that part only.

20; 21, 22) The subjects of either power have full liberty to navigate to and from the ports, and also from port to port, in the dominions of any princes or states at war with the other, and to carry all kinds of goods, the property of any person or nation, except those which are hereby declared to be contraband, viz. 'arms, cannon, harquebusses, mortars, petards, bombs, grenades, saucisses, carcasses, carriages for cannon, musket-rests, bandoleers, gun-powder, match, saltpetre, ball, pikes, swords, head-pieces, helmets, cuirasses, halberds, javelins, holsters, belts, horses and harness, and all other like kinds of arms and warlike implements fit for the use of troops,' and 'soldiers, actually in the service of the enemies, and on their voyage for the purpose of being employed in a military capacity.'

23) All other goods, not comprehended in the preceding enumeration, and even naval stores, masts, yards, and timber, and all other stores for building or fitting out ships, are accounted free, and may be carried to or from any port, belonging to the enemies of one of the contracting powers, by the subjects of the other, except only such ports as are besieged, blocked up, or invested*.

* The articles from the 24th to the 36th inclusive, and some of the following ones, contain regulations for the examination of vessels at sea, for recaptures, &c. in case of one of the powers being engaged

37) Every assistance shall be given to the sufferers by shipwreck upon either coast, by saving as much as possible of the vessel and goods, which shall be restored to the owners on paying the salvage according to a rate settled on both sides.

38) The subjects of both powers are at full liberty to employ such advocates, attornies, &c. as they may think fit.

39) Both sovereigns promise to suppress and punish pirates, and to restore all property, found in the possession of such, to the real owners.

43) Both kings have the right of appointing consuls to reside in each other's countries, who shall enjoy all the privileges usually annexed to their office.

44) The subjects of both powers are to enjoy as great indulgences in loading and unloading vessels, in the safety of their property, the succession to personal estates *, and the protection and personal liberty of individuals, as the subjects of the most favoured nation.

45) Any infractions of this treaty shall not interrupt the mutual friendship; but proper means shall be used to redress any inconveniencies that may appear.

46) It is agreed, that this treaty is to continue in force twelve years; after the expiration of which such alterations may be made as the commercial interests of both nations shall be found to require.

This might be said to be the age of treaties of commerce. The French soon after concluded a commercial treaty for a similar term of twelve years with Russia †. Another was entered into between the United States of America and Prussia. Another between Russia and Austria, whereby the subjects of the latter are exempted from duties in the port of Riga, and enjoy the privileges of natives, and a mutual reduction of duties is agreed upon. And yet, with all this attention to the commercial interests of her subjects, the empress of Russia allowed the commercial treaty with Great Britain to expire on the 20th of June this year; though the English were the very first civilized commercial people, who found their way by sea to the coasts of Russia, and though the trade with Britain is more than equal to all the other foreign trade of Russia.

The Dutch East-India company, heretofore so flourishing and powerful, who domineered in the Indian seas, and made the native sovereigns of the rich Oriental islands their slaves, were now so much distressed as to be preserved from bankruptcy only by great loans advanced by the state, in consequence of petitions presented by them in the beginning of this year.

engaged in war, while the other is at peace; regulations unconnected with commercial affairs, not likely ever to have come into use, and which succeeding events have fully cancelled.

* This article annuls the droit d'aubaine with respect to all British subjects. Those of the kings

of Spain and the Two Sicilies were exempted from it in the year 1761 by the 23^d article of the Family compact. And it was totally abolished in March 1787.

† The treaty between France and Holland was merely political.

The Danish East-India company, though they minded nothing but their commerce, were now in such distressed circumstances, that they requested the king to accept a surrender of their charter privileges, and stock, on such terms as he should be pleased to prescribe ; with which request he complied.

Thus was our East-India company left almost without a rival in the trade of Asia.

Count Benyowsky, a Polish nobleman, having offered his services to France for establishing a colony on the great island of Madagascar, arrived in February 1774 at the Bay of Antongil on the east coast of that island. The natives of the country are considerably advanced in civilization ; they understand the cultivation and manufacture of cotton, indigo, and sugar ; are expert workers in gold, iron, and steel ; and they are not ignorant of navigation. The count, having purchased lands from the princes of the country, and having happily conciliated the affections of the natives, established his colony, and made great progress in planting, which was his principal object, and in which he was assisted by the labour of the natives, whom he honestly paid for their work : for slavery was contrary to the plan of his institution. In December 1776 the count left his colony in a very flourishing condition, and sailed for France. But there he had the mortification to find, that, notwithstanding his successful exertions in their service, the French ministry, apparently influenced by a jealousy in the government of the Isle de France, had withdrawn their support from him and his colony. Disappointed in Europe, he addressed himself to the state of Maryland in America ; and being more favourably received there, he sailed from Baltimore to form an American settlement in Madagascar, where he arrived in the year 1784. In May 1786 he was attacked by a French military force detached from the Isle de France, and killed, while bravely defending a redoubt, wherein he had with him only two white men, and thirty of the natives. And thus fell, a sacrifice to mean jealousy and crooked politics, a man, who, if he had lived in the early ages of the world, would have been ranked among the most eminent founders of nations, and been deified as a benevolent friend and improver of the human race.

Notwithstanding the inconsistency of their conduct with respect to the colony so happily established by Benyowsky, it is certain, that the government of France were at this time actuated by the most liberal spirit for encouraging commerce and all the arts and sciences connected with it, and held out invitations to artists and manufacturers from all countries to settle in France, where, along with other advantages, they were assured of entire freedom with respect to religion, and exemption from the *droit d'aubaine* *. One consequence of these invitations was

* The *droit d'aubaine* was entirely abolished by an edict, which was registered in the parliament of Paris on the 30th of March 1787, after which the property of foreigners dying in France was no longer liable to be seized by harpies authorized to abuse an abuse of royal authority.

the arrival at Dunkirk of a colony of New-England whalers from Nantucket with their families in fourteen vessels.

The state of Pennsylvania set the example of a more liberal, and at the same time more prudent, commercial policy than that of their northern brethren in Boston, by repealing the laws, enacted by a spirit of animosity, which imposed extra charges upon the shipping belonging to British subjects: and it was declared, that vessels of all countries should be admitted, upon equal terms with those of the United States, in the port of Philadelphia.

The following was the amount of the revenue of the East-India company in India in the year 1786, as given by Major Rennell.

Land revenue of Bengal and Bahar	£2,800,000		
Revenue of Benares, clear	-	380,000	
Subsidy from Oude,	-	420,000	
Customs, mint, &c. clear of charges	-	120,000	
Salt revenue, ditto	-	430,000	
Opium	-	60,000	
		<hr/>	4,210,000
Charges of collection, nabob's stipend, &c.	740,000		
Military charges of the company and the nabob	-	1,410,000	
Civil establishment, marine, and fortifications	390,000		
		<hr/>	2,540,000
			<hr/>
			1,670,000
Land revenue of Madras and northern circars	725,000		
Subsidy from the Carnatic	-	160,000	
Ditto from Tanjore	-	160,000	
Customs, &c.	-	25,000	
		<hr/>	1,070,000
Military charges of the company and the nabob	-	770,000	
Collection of the revenue	-	85,000	
Civil establishment, fortifications, &c.	-	130,000	
		<hr/>	985,000
			<hr/>
			85,000
			<hr/>
Total net revenue of Bengal and Madras	-	-	1,755,000
At Bombay the disbursements exceed the receipts, by about	300,000		
At Bencoolen (in Sumatra) the annual charges are about	50,000		
		<hr/>	350,000
			<hr/>
Total net revenue in India, in sterling money	-	-	£1,405,000

The company's military establishment in India in time of peace is about 10,000 Europeans, and 52,000 regular sepoy infantry*.

The accommodations granted this year by parliament to the East-

* See Major Rennell's *Memoir of a map of Hindoostan*, p. cxiv.

India company turned out so beneficial to them, that they were enabled to discharge a great part of their debts, and to reduce the interest on the bonds, held by such as declined receiving payment, from *five* to *four* per cent.

The tranquillity of the island of Dominica was disturbed during the years 1785 and 1786 by a harassing petty warfare against the negroes, who had escaped from the plantations on which they had been slaves, and maintained themselves in independence among the woods in the interior part of the island, partly by the easy cultivation of the soil in a tropical climate, and partly by depredations upon the property of their former masters. The peace and safety of the colony were at length restored by the suppression of those dangerous domestic enemies, at an expense of near £20,000.

There belonged this year to all the ports			
of England	8,465	vessels of the reputed burthen of	804,105 tons,
and of Scotland	1,917	-	-
			127,913
Total	-	10,382	-
			932,018

There were entered this year in all the ports of Great Britain, from and to foreign countries, including repeated voyages.

	British.		Foreign.		Total.	
	Vessels.	Tuns.	Vessels.	Tuns.	Vessels.	Tuns.
Inward	10,118	1,077,681	1,686	186,675	11,804	1,264,356
Outward	11,293	1,115,022	1,022	121,197	12,315	1,236,219

The net amount of the customs, including the West-India four-and-a-half-per-cent duty, paid into the exchequer in the course of this year, was from the custom-house in London £4,006,911 10 7
and from the custom-house in Edinburgh 70,000 0 0

Total net revenue of the customs of Great Britain £4,076,911 10 7

There were coined at the mint in the course of the year
23,700 pounds of gold, value - - £1,107,382 10 0
and no silver.

The official value of the imports and exports of Great Britain during the year year 1786 was as follows.

Countries, &c.	Imported into		Exported from								
			ENGLAND.			SCOTLAND.					
	ENGLAND.	SCOTLAND.	British merchandize.	Foreign merchandize.	Total.	British merchandize.	Foreign merchandize.	Total.	British merchandize.	Foreign merchandize.	Total.
Denmark, &c.	£108,464 19 6	£30,363 1 11	£121,042 12 7	152,695 18 10	£273,738 11 5	25,535 14 11	2,256 11 9	27,792 6 8			
Russia -	1,160,304 5 2	259,285 2 4	197,084 0 5	87,446 13 4	284,530 13 9	12,004 6 8	1,491 12 0	13,495 18 8			
Sweden -	199,963 16 8	32,417 11 6	31,494 9 10	20,855 10 8	52,350 0 6	3,021 3 3		3,021 3 3			
Poland -	439,625 14 3	46,410 14 7	58,873 18 6	40,784 10 2	99,658 8 8	1,090 9 2		1,090 9 2			
Prussia -											
Germany -	430,427 11 1	22,918 2 5	622,512 14 4	658,318 3 0	1,280,830 17 4	8,180 12 2	18,597 0 8	26,777 12 10			
Holland -	383,700 12 8	113,981 7 2	686,986 5 10	491,988 13 3	1,178,974 19 1	121,855 8 4	43,547 3 9	165,402 12 1			
Flanders -	97,697 19 7	56 10 3	441,880 3 9	393,813 18 3	835,694 2 0	2,681 2 6	12,351 12 3	15,032 14 9			
France -	262,370 16 5	3,754 5 3	341,940 18 10	231,586 14 10	573,527 13 8	1,766 13 0	37,226 1 0	38,992 14 0			
Portugal -	473,077 8 11	17,564 9 1	599,917 12 11	17,919 5 2	617,836 18 1	1,371 5 4	162 0 0	1,533 5 4			
Madeira -	1,753 3 2	18 15 0	30,604 12 3	1,950 2 9	32,554 15 0						
Spain -	568,916 8 0	13,377 11 6	617,672 15 9	54,392 15 8	672,045 11 5	4,229 11 9		4,229 11 9			
Canaries -	5,149 15 3		4,950 1 7	161 17 6	5,111 19 1						
Straits -	1,151 15 6		261,465 1 2	450 14 8	261,915 15 10						
Gibraltar -	2,098 15 8		45,699 11 1	18,499 18 2	64,199 9 3	3,460 10 2	53 0 5	3,513 10 7			
Italy -	715,217 19 4	5,058 12 9	529,968 13 2	121,169 10 3	651,138 3 5	7,933 12 10	1,424 5 5	9,357 18 3			
Venice -	56,464 6 0		19,170 9 10	10,413 16 0	29,584 5 10						
Turkey -	121,954 14 4		77,937 8 0	35,382 15 8	113,320 3 8						
Ireland -	1,905,047 1 11	265,917 4 2	872,301 8 8	848,928 1 10	1,721,229 10 6	150,590 8 7	89,770 0 0	240,360 8 7			
Mann -	9,294 18 4	763 19 2	38,252 1 5	14,412 4 10	52,664 6 3	3,762 9 10	1,874 8 0	5,636 17 10			
Guernsey, &c.	41,497 11 1	112 17 1	78,483 14 4	19,435 4 4	97,918 18 8	11 15 0		11 15 0			
Greenland -	128,754 18 0	24,297 4 2		2,290 6 7	2,290 6 7						
W. I. India: { United states	743,643 10 11	99,476 1 1	1,266,283 0 10	164,971 2 8	1,431,254 3 6	139,283 6 7	32,928 10 8	172,211 17 3			
{ British colonies	197,258 6 4	4,374 2 7	485,191 9 9	263,060 8 5	748,251 18 2	24,267 10 9	22,024 11 7	46,292 2 4			
W. I. India: { British -	3,178,922 13 9	235,762 10 10	986,105 10 6	139,349 8 0	1,125,454 18 6	127,270 1 5	11,897 11 6	139,167 12 11			
{ Foreign	113,033 0 7		38,530 3 5	5,409 2 9	43,939 6 2	822 18 0		822 18 0			
Asia -	3,156,687 0 7		2,152,021 9 0	90,016 17 1	2,242,038 6 1						
New Holland			1,652 19 1	3,541 18 10	5,194 17 11						
Africa -	117,683 1 1		583,052 12 7	305,685 10 3	888,738 2 10						
Totals . . .	14,610,162 4 7	1,175,910 2 10	11,191,055 19 5	4,194,931 3 9	15,385,987 3 2	639,139 0 3	275,604 9 0	914,743 9 3			

Summary.

Imports of	{	England	£14,610,162	4	7	Exports of	{	England	£11,191,055	19	5	Foreign merchandize.	£4,194,931	3	9	Total.	£15,385,987	3	2
		Scotland	1,175,910	2	10			Scotland	639,139	0	3		275,604	9	0		914,743	9	3
Totals			£15,786,072	7	5				£11,830,194	19	8		£4,470,535	12	9		£16,300,730	12	5

1787—Jamaica had been remarkably afflicted by hurricanes for some years past. No sooner were the provision grounds somewhat recovered from the desolation of the hurricane of the year 1784, than they were again laid waste by a fourth visitation in August 1785; and the destruction of the western part of the island was completed by a fifth hurricane on the 20th of October 1786. As no importation of provisions in American vessels was allowed upon these occasions, and the vessels belonging to the island were too few to import a sufficient supply, the real want suffered in the year 1786 proved fatal to great numbers of the miserable slaves. A report of the assembly states, that fifteen thousand negroes perished by famine, or the diseases contracted by scanty and unwholesome diet, between the later end of the year 1780 and the beginning of 1787.

January 15th—A supplementary treaty, called a convention, was settled between Great Britain and France for explaining certain articles of the commercial treaty. By the first article the duties on cabinet ware and turnery of all sorts, including musical instruments, are fixed at 10 per cent *ad valorem*; on all articles of iron and steel, either unmixed or mixed with other substances, not exceeding in value 50*l* sterling (or 60 *livres*) per quintal; at 5 per cent; and on all other hardware and cutlery at 10 per cent. Iron, steel, copper, and brass, in the state of raw materials, are not included in this regulation. And it is agreed, that if these articles shall at any time be admitted from any other country on lower duties, the above duties shall immediately be reciprocally reduced to a level with the lowest.

2) To prevent frauds in rating the goods *ad valorem*, the revenue officer, if he is not satisfied with the valuation contained in the declaration, or invoice, produced by the importer, may take them for the custom-house on paying an advance of 10 per cent upon the declared price.

3) In order to prevent the introduction of East-India, or other foreign, calicoes, instead of the manufactures of Great Britain or France, the calicoes manufactured in either country for exportation to the other, are to have a certain mark woven in at each end; and, till that can be effected, they must be accompanied with satisfactory certificates.

4) It is agreed, that cambrics shall not exceed seven-eighths of a yard, nor lawns one yard and a quarter, English measure, in breadth.

7) The subjects of either power have full liberty to sue for debts in the territories of the other.

Along with the zeal for commerce, now so generally prevalent in France, there sprung up an itch for stockjobbing, that species of gambling which has some degree of connection with commerce: and the *caisse d'escompte* (or bank of discount) of Paris, though not immediately concerned in that unwarrantable kind of speculation, was in consequence of the effects of it brought almost to the verge of bankruptcy.

The directors had imprudently got so largely connected with a set of gamblers, who were carrying on vast projects in the national funds, the stock of the new East-India company, &c. that the credit of the bank was believed to be involved in the operations of the stocks market, and to depend upon the success of the speculators. It being, moreover, a general opinion, that, if the bank should stop payment, the national credit must be very materially affected by it, the French ministry found themselves under a necessity of supporting the credit of this bank and some other bankers at Paris by an advance of £500,000 sterling, one half in cash, and the other in treasury bills.

Connected with the zeal of the French for commerce is their improvement upon the construction of light houses. It is effected by large reflectors, which magnify the mass of the light; and a rotatory motion of the lantern (or place containing the light), introduced in some of the light-houses, produces a vicissitude of flashes of light and momentary darkness, which serves to give a different character to the lights, and thereby more effectually distinguishes one light from another upon the same coast; an object of the utmost importance to vessels coming in upon the land in hazy weather or short days.

February 23^d—An act was passed for enforcing more rigorously the laws against unlicensed dealers in lottery tickets, lottery insurances, and other schemes or projects grafted upon the state lottery. Proprietors of whole tickets, however, were permitted to insure them for the whole remaining term of the drawing, but not from day to day: and to prevent multiplied insurances on the same tickets, they must immediately after making the insurance be deposited in the stamp-office. [27 *Geo. III.*, c. 1.]

There being a great number of convicts under sentence of transportation, and the king, in consequence of the power vested in him by law, having appointed the east coast of New South Wales, or some of the islands near it, for the place of their exile, it was thought necessary, that a colony, and a civil government, with a court of criminal jurisdiction, should be established in the country: and the king was therefor empowered to commission a governor, lieutenant-governor, a court of judicature, &c. for the intended colony of New South Wales. [27 *Geo. III.*, c. 2.]

In consequence of this act, Captain Arthur Phillip of the navy, appointed governor of New South Wales, with the other officers of government, and a military force consisting of marines, sailed in a ship of war, a tender, and nine transports and store ships, carrying 600 men and 250 women, banished from this country for their crimes, and destined to be the original founders of the projected colony, together with an ample supply of provisions, plantation tools, and stores of every kind for their comfortable settlement in their new country.

The temporary acts, formerly passed for regulating the commercial

intercourse with the United States of America, were continued in force. The importation of flour, bread, rice, wheat, and other grains, and lumber, from the foreign West-India islands to the British West-India islands (including the Bahama and Bermuda islands*) was prohibited; unless in cases of emergency or distress, when the governor and council of any island might allow the importation for a limited time. All produce of the United States imported contrary to law, or to the orders of the king in council, was to be forfeited together with the vessel importing it. The duration of this act was only till the 5th of April 1788. [27 *Geo. III*, c. 7.]

For the accommodation of the trade with Ireland, post-office packets were established between Milford-haven and Waterford. [27 *Geo. III*, c. 9.]

April 5th—The act of the last session for the encouragement of the fishery having limited the bounty to decked vessels of not less than fifteen tuns burthen, built after the 1st of January 1780, it was now extended to all vessels whatsoever, built in Great Britain, and employed in the fishery, according to the directions of the act. The act having left it doubtful, what is to be understood by a full cargo, it was declared to mean at least four barrels of sea steaks, or three barrels of repacked herrings completely cured, for every tun of the vessel's burthen. Every decked vessel built in Great Britain, of not less than fifteen tuns burthen, having caught, by fishing in the deep sea between the 1st of January and the 31st of December, six barrels of herrings completely cured, either as white or red, for every tun of her burthen, is entitled to the tunnage bounty of 20s, and the further bounty of 1s for every barrel of herrings, though she may not have carried the prescribed quantity of nets, salt, and barrels. The chief officer of the port is directed to take an account of the quantity of herrings delivered from each vessel not furnished with the requisite quantity of nets, &c. No more than fifty vessels fitted out from any one port, with less than the requisite quantity of nets, &c. are entitled to bounty in one year; and, when there are more vessels, the fifty having the greatest quantity of herrings are to have the bounty †. [27 *Geo. III*, c. 10.]

April 25th—The many additions of customs to customs, excise to excise,

* When all America north of the Gulf of Mexico belonged to Great Britain, these islands, in the *geography of the custom-house*, were a part of that continent.

† It appears by Mr. Irving's official account presented to the committee of the house of commons, that in the course of ten years (1787-1796) only 251 vessels belonging to Yarmouth, and 42 belonging to Deal, Dover, Rye, and Southwold, (reckoning repeated voyages, for the greatest number of vessels in any one year was 56) and no others

in all England, received this bounty, which in these ten years amounted to £17,904:10:6. The Scottish vessels being sharp built, and much more lumbered with boats and provisions for a longer voyage, it was not possible for them even to *stow* six barrels for every tun of their burthen: and, accordingly not one of them received a penny of the bounty held out by this act, which the adventurers in the fishery from Campbelltown and Rothsay appear to have been well warranted in calling a bounty only upon paper.

and stamps to stamps, had altogether accumulated to such a mass of duties, that merchants, and other individuals, finding it impossible to obtain the knowledge of the amount, or even the number, of the duties they had to pay, were obliged to leave it entirely to those clerks of the custom-house or excise-office, who by constant practice had acquired a dexterity in it, to determine the amount of the duties payable. The separation of every branch of the duties in the office accounts, owing to each of them having been originally appropriated for paying the interest of some particular branch of the national debt, was also found productive of great perplexity. As a remedy to these evils, parliament at once repealed all the existing duties and drawbacks, and substituted for them a set of new duties and drawbacks, consisting of the old ones consolidated into one specific sum, or rate upon the value or quantity of each article. The duties of package, scavage, balliage, portage, &c. payable to the city of London, or to any other corporation, prisage of wines, butlerage, and the duty of one shilling on every chaldron of coals exported from Newcastle, were allowed to remain as they were.—Wines imported at the out-ports, if brought to London, or within twenty miles of it, in quantities exceeding ten gallons, or thirty-six bottles, must pay the difference of duty, which London pays more than the out-ports.—The value of goods paying duty ad valorem is to be declared by the proprietor, the revenue officers having a power, if they think them undervalued, to take them upon paying the declared price with an advance of 10 per cent.—The deduction hitherto allowed to commanders of vessels under the name of *portage* was rescinded.

The commercial treaty with France (see above p. 112) was confirmed by authority of parliament; and consequently the laws against wearing French cambrics and lawns were repealed: but the importation of them was restricted to vessels of at least sixty tons burthen, and to packages of at least 100 whole pieces, or 200 half pieces, of cambric or lawn: and no smaller quantity of wine than three dozen of bottles was allowed to be imported.

Fresh fish of every kind, caught by British vessels, are allowed to be imported free of any duty; as are also turbot and lobsters, caught and imported in any vessels whatever.

The whole duties of every kind, being now united in one general account, form *the consolidated fund*, out of which are paid all the annuities or interests upon the various branches of the national debt, and the annual million vested in the commissioners for the reduction of it, the whole national income being moreover engaged as an additional security to the creditors of the public. Lastly, the lords of the treasury are required annually to lay before parliament at the beginning of every session an account of the produce of the duties of customs, excise, stamps, and incidents, for the year.

To the act there is subjoined a set of schedules or tables of the simplified duties and drawbacks, forming of itself a pretty sizeable volume; which every merchant engaged in general business must have in his counting-house. In consolidating the duties the minute fractions are discarded, and, generally the nearest integral numbers above them are taken, which small augmentation produces an increase of from twenty to twenty-six thousand pounds a-year in the revenue. In the schedule the duties of custom and excise upon brandy are together only 5*s*, though 7*s* was the duty stipulated in the commercial treaty with France. The duties upon most species of drugs were also lowered. And by these reductions it was expected that the trade would be taken out of the hands of the smugglers, and put into those of the fair trader. [27 *Geo. III*, c. 13.]

May.—The temporary acts [15 *Geo. III*, c. 51, and 17 *Geo. III*, c. 30] for regulating notes under five pounds were now made perpetual. [27 *Geo. III*, c. 16.]

It was enacted, that vessels, registered in Ireland agreeable to an act of the parliament of that kingdom, should enjoy all the privileges of British vessels.—Persons, who have had occasion to take an oath for the sole purpose of acquiring the rights of a citizen or a burgher in any foreign city or town in Europe, are not thereby disqualified from being owners of British vessels.—The secretary or other person, deputed from the East-India company and other corporate bodies, may make oath of a vessel being the property of the company.—Fresh security must be given on every change of the commander of a vessel.—Vessels not exceeding thirty tons burthen, and not having a whole deck, employed in the coasting and fishing businesses in Newfoundland, Quebec, Nova Scotia and New Brunswick north of Cape Canso, or in the adjacent islands, are not obliged to be registered. And vessels built upon those coasts for European owners may be registered there upon the oaths of their agents: but upon their arrival in Great Britain they must be registered anew upon the oaths of the real owners.—All vessels, not registered agreeable to law, though owned by British subjects, are declared to be, to all intents and purposes, alien vessels. [27 *Geo. III*, c. 19.]

Wool, cotton, indigo, cochineal, drugs of all sorts, cocoa (or chocolate nut), logwood, fuslic, and all sorts of dye-woods, hides, skins, tallow, beaver, all other kinds of fur, turtle-shell, hard wood or mill timber, mahogany and all other woods for cabinet ware, horses, asses, mules, and cattle, being the produce of any colony in America belonging to any European power, and also coin, bullion, and precious stones, were permitted to be imported in foreign single-decked vessels, of not above seventy tons burthen, after the 1st of September 1787, into the ports of *Kingston*, *Savanna-la-mar*, *Montego-bay*, and *S. Lucea*, in Jamaica, *S. Georges* in Grenada, *Roseau* in Dominica, and *Nassau* in New Providence :

and vessels importing any other articles are to be forfeited. Foreign vessels, belonging to the colonies of any European power, may carry from those ports rum the produce of any British island, negroes who have been imported in British vessels according to law, and all other goods legally imported; except masts, yards, bowsprits, pitch, tar, turpentine, tobacco, and iron brought from the British colonies in America.—Wool, cotton, indigo, and the other articles above enumerated, may be carried from the above-mentioned ports of Kingston, &c. to Great Britain and Ireland under the regulations prescribed in the Navigation act and other subsequent acts respecting shipping.—The exportation of European or East-India goods from Grenada, Dominica, and New Providence, to any other British colony is expressly prohibited on penalty of forfeiture of the goods and the vessel carrying them.—To encourage the resort of foreigners, the revenue officers are ordered to take no fees whatever for the entry of their vessels or cargoes *. [27 Geo. III, c. 27.]

Duties payable upon the importation of the various kinds of French glass were enacted: and several alterations took place in the duties charged upon the manufacture of glass in Great Britain. [27 Geo. III, c. 28.]

In consequence of the general reduction of the duties on wines in virtue of the French commercial treaty, parliament ordered repayment to be made to the dealers of the difference of the duty on their stock of wines on hand. At the same time a vast multiplicity of new regulations for securing the excise duties on a great variety of articles and manufactures were enacted. [27 Geo. III, c. 31.]

All vessels having bowsprits, whether standing or running, longer than two thirds of their extreme length, were ordered to be seized, if found within four leagues of the coast.—All boats, whether belonging to vessels or not, must have their names and their master's names painted upon them.—Vessels having licences from the admiralty for particular trades, if found out of their limits, are seizable, unless driven out of their course by stress of weather.—The exemption from duty, granted to flasks containing wine and oil from Tuscany, was extended to all flasks containing wine and oil.—The same act contains a great multitude of regulations for securing the duties of the customs.—It also allows the importation of ebony directly from Africa in British vessels free of any duty. [27 Geo. III, c. 32.]

The following acts of parliament were continued for limited times, viz.

The act for the free importation of raw hides and skins from Ireland, continued till 1st June 1791.

* With submission, I cannot help observing, that it would be much better policy to let at least some of them come and go without any entry at all, or even inquiring their names. For the fatal consequence of a strict record of such matters see above, V. iii, p. 356.

The act for permitting the exportation of limited quantities of wheat, &c. to the British colonies, continued only so far as respects the exportation from Lancaster, till 1st May 1788.

The act explaining that which prohibits the exportation of tools used in the manufactures of iron and steel, continued till the end of the next session.

The act for granting bounties on the exportation of British and Irish linens, and admitting linen yarn free of duty, continued till 24th June 1788. [27 *Geo. III*, c. 36.]

In order to encourage the art of designing original patterns for printing upon linens, calicoes, cottons, and muslins, the proprietors were vested with the sole right of vending their goods, printed with original patterns, for two months after the day of publishing them. [27 *Geo. III*, c. 38.]

There was raised by a lottery this year the sum of £756,875, whereof £256,875 remained a clear profit to the public over paying the prizes. [27 *Geo. III*, c. 41.]

Commissioners were empowered to levy duties from vessels, boats, and goods, in the port of Margate for improving the harbour, the town, and its police. [27 *Geo. III*, c. 45.]

The prosperous trading town of Newcastle upon Tyne obtained a licence for a theatre. [27 *Geo. III*, c. 50.]

May 6th—As soon as the parliamentary confirmation of the commercial treaty could be known in France, the king issued an arret, containing a number of regulations to be observed in the commercial intercourse with Great Britain. He appointed particular offices for the entry of British goods at the ports of Calais, Boulogne, Havre, Rouen, S^t. Malo, Nantes, Rochelle, Bourdeaux, and Cette, in order to prevent all confusion between them and the productions of other countries, which were liable to higher duties, and were to be entered at the other offices. He established a tariff of the duties to be paid agreeable to the treaty on every kind of goods, and minutely specified every charge for stamps, &c.; all which being for the use of traders in his own dominions, could be but little interesting to a British reader, even if succeeding events had not so soon annulled them.

Great numbers of the negroes, whom the war had delivered from slavery on the continent of America, were swarming in the streets of London, unemployed, and consequently a nuisance to the place. A society of benevolent gentlemen formed themselves into a committee for their relief, and suggested to government the propriety of establishing them on the coast of Africa, the native country of themselves or their ancestors. Transports were accordingly appointed to carry them to Sierra Leona, where it was proposed to settle them as a free and independent colony, and to give them a stock of provisions, arms, and plantation tools;

to begin the world with. Of 700 negroes, who offered themselves, only 411 failed from Plymouth in April, the rest having deserted, been discharged for mutinous behaviour, or died onboard the transports by intemperance and confinement. Along with the negroes there were shipped about 60 white people, most of whom were women of abandoned character. In May they arrived at their destined port; and Captain Thompson, the commander of the ship of war which convoyed them, made a purchase of land from the king of the country for their settlement. But those negroes, perhaps originally not very fond of labour, had acquired such a habit of dissipation in their military life, which was rendered still more inveterate by their begging life in London, that not even their own preservation could induce them to work for themselves upon the construction of houses and the cultivation of ground, which were declared to be their own property.

This year the French began to import cotton and indigo from their settlement at Goree on the coast of Africa: and English dyers, who have used the indigo, have pronounced it equal to that of Guatimala, and superior to all other West-India indigo. If the Europeans would encourage the Africans to cultivate the valuable productions of their own excellent soil, there seems no reason to doubt, that every article of produce imported from Asia and America might also be imported from that hitherto-neglected quarter of the world, which is nearer to us than either of the others, is even now more populous than America, and would be infinitely more so, if a trade in produce were established instead of a trade in human creatures: and much greater profits would accrue to a manufacturing nation from the voluntary industry of free men living happily in their own country, than can ever be derived from the extorted labour of slaves forcibly dragged away from all that is near and dear to them.

The king of Almamy, a district near the mouth of the River Senegal, having in his youth received a better education than most other African princes, encouraged his subjects to cultivate their lands, raise cattle, and practise several branches of industry. He entirely prohibited the slave trade throughout his territory; and he redeemed his subjects, when they were seized by the Moors. He rejected with disdain the presents, offered to him by the slave-dealers in order to corrupt his virtue; and this year he refused to allow them to drive their slaves through his country. If the other Negro princes would follow his example, there would be no occasion for European legislators to deliberate upon the justice or expediency of tolerating, or suppressing, the slave trade.

About the beginning of the year 1784 some of the merchants of Montreal, in order to put an end to the competitions and squabbles of their agents employed in the trade with the Indians, united their stock and trade in one considerable partnership, which was increased by the

union of a rival company in July 1787; and they have ever since been known by the name, or firm, of *the North-west company*. Without any exclusive privilege, or any advantages, but what they derive from their capital, credit, and knowledge of the business, their prudent regulations, and judicious liberality to their clerks and servants of all kinds, they have carried that branch of commerce to a height never before attained. Their goods, properly prepared in Montreal for the Indian market, are conveyed by the River Altawa (which falls into the St. Lawrence near Montreal) and by other rivers, and by portages, to Lake Nipissing, Lake Huron, Lake Superior, and thence, by several chains of great and small lakes and rivers, to Lake Winipeg, Athabasca or Arathapescow lake, and the Great Slave lake, which are within a few hundred miles of the western coast of America, and of the sea, which apparently forms the northern boundary of that continent.

In this vast range of their trade the company have established about 2,000 people as their agents and servants at their numerous posts dispersed all over the country, who conduct the business, and cultivate the friendship of the Indians, among whom they constantly reside. Those agents have sometimes fallen in with the servants of the Hudson's-bay company, by whom they have been threatened with a prosecution for infringing their charter: but their threats have never been carried into effect.

Though the fur and peltry trade is very far from being the great national object it has on some occasions been represented to be, yet, as it is very lucrative to those concerned in it (though they complain that the tedious returns make it a very heavy business) and as it constitutes the greatest part of the exports from Canada, I shall here lay before the reader

A particular account of the various kinds of skins exported from Canada in the year 1786.*

Beavers	-	-	116,623	Racoons	-	-	10,854
Otters	-	-	23,684	Wild cats	-	-	5,979
Foxes	-	-	6,213	Elks	-	-	7,555
Minks	-	-	5,959	Wolves	-	-	12,923
Weasels	-	-	3,958	Whelps	-	-	506
Bears	-	-	19,372	Tigers	-	-	64
Deer in the hair	-	-	126,079	Squirrels	-	-	480
Castors	-	-	202,719	Seals	-	-	15,007

The value of the whole of these skins, as rated in the books of the custom-house in Canada, was - - - £225,977

The other exports of the province this year consisted of

Rye	-	-	103,824 bushels, value	-	20,764
Flour	-	-	10,476 barrels	-	12,571
Biscuit	-	-	9,317 hundredweights	-	6,056

* The quantities of skins exported from this province in the years 1764-66 have already been given, V. iii, p. 453.

Oats	-	-	4,015 bushels	-	-	£516
Peas	-	-	304	-	-	63
Potatoes	-	-	-	-	-	55
Onions	-	-	-	-	-	300
Pork and beef	-	-	-	-	-	586
Flax-seed	-	-	10,171 bushels	-	-	2,034
Pot-ashes	-	-	-	-	-	1,724
Horses	-	-	67	-	-	670
Timber, masts, staves, planks, shingles, casks	-	-	-	-	-	4,484
Salmon	-	-	-	-	-	828
Train oil	-	-	-	-	-	3,700
Salt fish and peltry from Labrador, Bay Chaleur, and Gaspé	-	-	-	-	-	60,000
Other articles	-	-	-	-	-	2,886
Total *	-	-	-	-	-	<u>£343,214</u>

The goods imported into Canada this year were

Rum, to the value of	-	-	-	£63,032
Melasses	-	-	-	21,380
Sugar	-	-	-	5,269
Spanish wine	-	-	-	31,288
Salt	-	-	-	2,912
Other merchandize of all kinds	-	-	-	201,235
Total	-	-	-	<u>£325,116</u>

There were also imported on government account 6,709 barrels of pork, and 1,754 firkins of butter, for the use of the garrisons.

It has been remarked, as a singular circumstance, that the collections of skins from so vast an extent of country, though subject to be affected by accidents of weather, the caprice of the Indians, and the conduct of the traders, have continued very nearly the same for several years after 1786.

The governments of Great Britain and France appear to have been at this time very sincerely disposed to prevent any collision of commercial interests from interrupting the harmony between the two kingdoms. In addition to the arrangements already made for promoting a friendly intercourse in Europe, they now, by a particular convention, cleared up some difficulties, which had arisen in the East-Indies relative to the meaning and extent of the thirteenth article of the treaty of peace.

By the first article 'a safe, free, and independent trade, such as was 'carried on by the French East-India company,' was secured to the subjects of France, 'whether they exercise it individually or as a company,' as well in the nabobship of Arcot, and in Madura and Tanjore,

* I have enumerated some very minute articles of provisions, &c. produced by the agricultural industry of Canada this year, because it is not every year that that province has any provisions to spare. Even this year, though pork be exported, pork and butter are imported for the army.

as in Bengal, Bahar, and Orixá *, in the northern circars, and in general in all the British possessions on the coasts of Orixá, Coromandel, and Malabar.

2) The French were restricted from importing more than 200,000 maunds of salt annually, which is to be delivered to them at a place appointed by the government of Bengal at the fixed price of 120 rupees for every 100 maunds.

3) 18,000 maunds of saltpetre and 300 chests of opium are to be delivered annually for the commerce of the French on the demand of their agent in Bengal at the price established before the late-war.

4) The six antient factories of Chandernagore, Cossimbazar, Dacca, Jugdea, Balasore, and Patna, with the territories belonging to them, are acknowledged to be under the protection of the French flag, and subject to French jurisdiction.

5, 6, 7, 8) The antient houses of Soopore, Keerpoy, Cannicole, Mohunpore, Serampore, and Chittagong, as well as the dependencies on Soopore, viz. Gautjurat, Allende, Chintzabad, Patorcha, Monopore, and Dolobody, were also secured to France, together with the faculty of establishing new houses of commerce; but without any jurisdiction, or exemption from the ordinary justice of the country exercised over British subjects. The French without the limits of those factories were entitled to an impartial administration of justice in all cases: and delinquents flying from justice, whether Europeans or natives, were to be reciprocally delivered up.

9) The restitution of Yanam, already delivered to the French, is confirmed.

Notwithstanding all these friendly communications in this and the preceding year, the two countries were at the point of plunging into a war on account of a contest between the Dutch and their stadtholder. France marched an army towards Holland; Great Britain engaged for a body of 12,000 men to be furnished by the prince of Hesse-Cassel; and both nations actually put their fleets in a condition for action. But happily the threatening storm blew over; and the ambassadors on both sides signed pacific declarations, (27th October.)

In the new constitution of the United States of America, which was confirmed by the deputies of the several states assembled at New York on the 17th of September, the following are the articles affecting their commercial system.

By article I, § 8, the congress are vested with authority to lay and collect taxes, duties, imposts, and excises, which must be uniform throughout all the United States; to regulate commerce with foreign

* So the name is spelled in this treaty; it is also spelled Orissa; and the later, I see, is preferred by Major Rennell in his Map of Hindoostan.

nations, among the several states, and with the Indian tribes; to coin money, and regulate the value of it; and to fix the standard of weights and measures.

§ 9) The migration or *importation* of such persons, as any of the states may think proper to admit, is not to be prohibited by congress prior to the year 1808; but a duty, not exceeding ten dollars, may be imposed on each person so *imported* *.

No duties shall be laid on articles exported from any state; nor shall any preference be given to the ports of one state over those of another.

§ 10) No state shall coin money, emit bills of credit, make any thing but gold and silver coin a tender in payment of debts, or pass any law impairing the obligation of contracts. No state shall, without the consent of congress, lay any imposts or duties on imports or exports, except what may be absolutely necessary for executing the inspection laws; and the net proceeds of such imposts or duties must be paid into the treasury of the United states.

It was estimated, that for several years after the commencement of the present reign the whole annual value of the cotton manufactures of this kingdom was under £200,000; and that not above 50,000 spindles were employed in spinning cotton yarn. At this time the spindles employed were estimated to be above 2,000,000, and muslins were made in the British looms which rivaled those of India. The following is believed to be a pretty correct

View of the progress of the cotton manufacture from the year 1781, when muslins were first made in this kingdom.

Cotton used in the manufactures of Great Britain.	Estimated value of the cotton manufactures of Great Britain.
5,101,920 pounds in the year 1781	- - £2,000,000
11,206,810 - - 1782	- - 3,900,000
9,546,179 - - 1783	- - 3,200,000
11,280,238 - - 1784	- - 3,950,000
17,992,888 - - 1785	- - 6,000,000
19,151,867 - - 1786	- - 6,500,000
22,600,000 (say 22,176,887 †) 1787	- - 7,500,000

A writer, who investigated the subject of the cotton manufactures at this time, estimates the supply and the expenditure of cotton in the year 1787 in the following proportions.

* Though Negro slaves be not expressly mentioned, this regulation points only to them.

† This is the quantity in 1787 according to the custom-house report presented to the house of commons, which the writer of *An important crisis in the calico and muslin manufactory in Great Britain explained*, from whom most of the information con-

tained in this paragraph is derived, could not obtain at the time (1788) when he wrote. The importation of cotton continued to increase, as will appear from a statement of the quantity of raw materials used in the principal manufactures of Great Britain, to be given in a subsequent part of this work.

Imported from	pounds.	Worked up in	pounds.
British West-Indies *	6,600,000	Candle wicks - -	1,500,000
French and Spanish colonies	6,000,000	Hosiery - -	1,500,000
Dutch ditto - -	1,700,000	Cotton goods mixed with silk	
Portuguese ditto - -	2,500,000	or linen - -	2,000,000
East-India, procured from		Fustians - -	6,000,000
Ostend - -	100,000	Calicoes and muslins -	11,600,000
Smyrna or Turkey -	5,700,000		
	<hr/> 22,600,000		<hr/> 22,600,000

At this time the number of water mills, or machines, for spinning twist cotton yarn for warps, as near as intelligence could be obtained, was as follows.

In Lancashire	41	Berk-shire - -	2	Lanerk-shire -	4
Derby-shire	22	The rest of England	6	Renfrew-shire -	4
Nottingham-			—119	Perth-shire -	3
shire -	17	Flint-shire -	3	Edinburgh-shire	2
York-shire	11	Pembroke-shire -	1	The rest of Scotland	6
Cheshire	8		— 4		—
Stafford-shire	7		—	In all Scotland -	19
Westmoreland	5	In all England and Wales	123	Mann - -	1

the whole being 143, the cost of which was estimated at - £715,000

There were at the same time 550 mule jennies, or machines of 90 spindles each †, and 20,700 hand jennies of 80 spindles each, for spinning yarn for the shute or weft, the cost of which, and of the auxiliary machinery, together with that of the buildings, is stated to have been at least - - - 285,000

the total expenditure being at least - - - £1,000,000

These establishments, when in full employment, were estimated to produce as much cotton yarn as could be spun by a million of persons upon single wheels; and, instead of diminishing the employment of the people, as was apprehended, they called vast numbers from idleness to comfortable independence. At this time they were supposed to employ

men	women	children	total	
26,000	31,000	53,000	110,000	in the operations of spinning, and
133,000	59,000	48,000	240,000	in the subsequent stages of the manu-
				facture, there being in all
159,000	90,000	101,000	350,000	persons employed in this most benefi-
				cial manufacture, and nearly one half of them in the calico and muslin
				branches, wherein the value of the raw material is advanced, by industry

* It appears from the Report of the committee of the privy council upon the slave trade, that the cotton, imported from Jamaica, Grenada, and Barbados, in the year 1787, exceeded the quantity here stated as imported from all the British West-Indies. The author of this estimate made

a deduction of what he supposed the quantity of foreign cottons imported from the British West-Indies.

† ‘ This machine admits of a great number of spindles; the greatest yet known is 304.’ [Aikin’s Description of Manchester, p. 263.]

and ingenuity acting upon capital and machinery, to from ten to fifty times the value of it, when purchased by the manufacturer *. Such are the powers of machinery; and such are the benefits conferred upon this nation by the inventive genius of Sir Richard Arkwright.

It happened unfortunately, in the first instance, for the British manufacturers, that the East-India company had at this time a very great stock of piece goods in their warehouses, and the competition between them and the British fabrics very much depressed the prices of both. The manufacturers took the alarm, and presented to the committee of the privy council for trade a memorial, charging the company with having purposely augmented the quantity of the goods, and lowered the prices, in order to ruin them, and destroy British industry, in favour of their own subjects in Hindoostan and their own commerce. The substance of the accusation being transmitted by the committee of the privy council to the company, it was so completely answered, that the committee were fully convinced that any restrictions upon the company's sales would be prejudicial to the manufacturers themselves, throw the trade into the hands of foreigners, and open a door to very extensive smuggling for home consumption †. And, indeed, when we consider, that all East-India goods are sold by public sale, it is evident that the demand must entirely regulate the price, which is fixed by the buyers themselves: for no one can suppose that the company refused to take as good a price as they could get. Neither was the glut of goods, which now came into the market, and pressed so hard upon the manufacturers at the time, permanently hurtful to them, but rather highly beneficial: for it called into employment a vast number of hawkers of muslins, &c. who, by dint of low prices, diffused a taste for those goods in the remotest villages of the kingdom, where they had scarcely ever been seen before, and thereby paved the way to a greatly-extended demand for the productions of the British as well as the India looms, by which the regular sales of both are augmented at least a hundred-fold.

Messieurs Kendrew and Porthouse of Darlington in York-shire, invented mills and machinery for spinning flax, which had been believed incapable of being drawn out and duely twined by any mechanic powers, and took out a patent for their invention.

The following is believed to be a pretty accurate estimate of the annual amount of the French Levant trade about this time.

* If we take into consideration the value added to muslin by tambouring, we may say, that a pound of cotton is thereby brought up to the value of about £15, or above a hundred times the original value. A pound of Demararay cotton has been spun by the machinery to the extent of 356 hanks, measuring 840 yards each, or 169 miles

in all: a degree of ductility far surpassing that of the finest wool, and perhaps only inferior to that of gold and silver.

† A committee of the principal buyers of piece goods drew up a memorial, expressing their conviction that such would be the case.

Places.	Exports from France.	Imports to France.
Constantinople	Livres 4,000,000	1,000,000
Salonica	2,300,000	3,500,000
Morea	250,000	1,000,000
Candia	250,000	1,000,000
Smyrna	6,000,000	8,000,000
Syria	5,000,000	6,000,000
Egypt	3,000,000	3,500,000
Barbary	1,500,000	2,000,000
Add for caravans	150,000	
and smuggled goods	1,500,000	
	* 24,000,000	26,000,000

The trade carried on by France with Russia, in virtue of the commercial treaty concluded in the preceding year, was not very extensive, the exports from Russia being this year only to the amount of £50,000. The French, however, imported into Russia merchandize far exceeding that amount, which were partly carried direct from France by sea. But rich stuffs, jewels, and other articles of luxury, used to be conveyed either wholly by land carriage, or by the medium of the German ports on the Baltic sea, whence they found their way into Russia, a considerable part of them being generally smuggled.

The whole value of the merchandize imported into Petersburg this year was 15,564,533 rubles. The principal articles were woollen, cotton, and silk, goods; wines of France, Spain, Portugal, Germany, Hungary, Italy, and Greece; beer and ale (4,791 hogsheds); herrings (19,979 barrels of Swedish and northern, and only 741 of British and Dutch); sugar; coffee; and tea. There were also imported gold in ingots to the value of 9,830 rubles, and silver in bars to the value of 17,266 †.

A botanic garden was established in Bengal under the directions of Colonel Kydd. The East-India company, expecting great benefit from it, especially by the propagation of cinnamon and sago trees, sent out orders to withhold no proper expenses for the advancement of so useful an institution.

There belonged this year to all the ports	
of England	8,711 vessels of the <i>ascertained</i> burthen of 954,829 tons,
and of Scotland	1,700 - - - 133,045
Total	10,411 1,087,874

* About one million sterling money.

† In the account of the French and Russian trade I have followed Mr. Eton. [*Survey of the Turkish empire*, p. 417.] The account of the

imports of Petersburg is from the private collections kindly communicated to me by the same gentleman.

All these vessels were measured and registered agreeable to the act 26 Geo. III, c. 60. The returns from the other parts of the British dominions were not received in time to be included in this year's account of British shipping.

There were entered this year in all the ports of Great Britain, from and to foreign countries, including repeated voyages,

	British.		Foreign.		Total.	
	Vessels.	Tuns.	Vessels.	Tuns.	Vessels.	Tuns.
Inward -	9,969	1,058,368	2,181	258,133	12,150	1,316,501
Outward -	11,762	1,211,199	1,462	138,220	13,224	1,349,419

The net amount of the customs, including the West-India four-and-a-half-per-cent duty, paid into the exchequer in the course of this year, was

from the custom-house in London	-	£3,603,807	4	11
and from the custom-house in Edinburgh	-	70,000	0	0

Total net revenue of the customs of Great Britain £3,673,807 4 11

There were coined at the mint in the course of this year

60,975 pounds of gold, value	-	-	£2,849,056	17	6
and 17,890 pounds of silver *,	-	-	55,459	0	0
			£2,904,515	17	6

* Though the coinage of silver this year was pretty considerable (being, indeed, the largest in any one year since the early part of the eighteenth century) not a single shilling or sixpence of it is now to be found in circulation, nor, indeed, of any silver coined in the present reign. Some

are preserved as *scarce coins*, and some as counters for playing at cards: but the greatest part must have been exported, or melted down, as it is otherwise impossible to account for such a sum of money totally disappearing.

The official value of the imports and exports of Great Britain during the year 1787 was as follows.

Countries, &c.	Imported into		Exported from					
	ENGLAND.	SCOTLAND.	ENGLAND			SCOTLAND.		
			British merchandize.	Foreign merchandize.	Total.	British merchandize.	Foreign merchandize.	Total
Denmark, &c.	£103,947 15 0	24,003 9 10	£117,382 15 11	134,705 4 8	£252,088 0 7	13,085 6 4	2,643 7 5	£15,728 13 9
Russia -	1,315,198 10 1	346,607 2 0	202,029 4 9	99,286 12 3	301,315 17 0	4,534 16 10	1,710 14 3	6,245 11 1
Sweden -	226,252 15 3	38,900 1 8	37,403 3 7	27,127 9 3	64,530 12 10	5,207 11 6		5,207 11 6
Poland -	453,442 17 4	80,482 7 3	52,057 11 0	39,746 15 9	91,804 6 9	1,465 4 4	1,084 8 4	2,549 12 8
Prussia -								
Germany -	573,297 10 7	24,378 13 6	633,889 17 4	664,134 3 2	1,298,024 0 6	13,424 2 2	6,283 4 2	19,707 6 4
Holland -	351,200 8 10	99,506 14 8	626,970 10 2	486,137 11 9	1,113,108 1 11	85,525 2 0	95,753 6 5	181,278 8 11
Flanders -	127,546 11 8	3,716 12 9	429,624 13 3	374,387 14 3	804,012 7 6	1,127 13 4	27,903 13 3	29,031 6 7
France -	562,588 16 1	14,424 1 9	708,607 0 10	267,454 8 0	976,061 8 10	4,839 14 1	6,005 10 7	10,845 4 8
Portugal -	572,095 13 8	25,401 0 1	551,298 1 9	25,536 9 3	576,834 11 0	1,618 2 9		1,618 2 9
Madeira -	2,494 9 7	168 16 11	20,136 12 9	5,058 17 8	25,195 10 5			
Spain -	791,835 2 7	15,793 5 11	476,496 9 1	60,915 11 11	537,412 1 0	16,710 4 1	115 4 3	16,825 8 4
Canaries -	5,673 7 1	9 5 11	20,421 13 9	394 11 5	20,816 5 2			
Straits -	1,387 10 0		278,146 18 9	436 6 0	278,583 4 9			
Gibraltar -	2,487 0 8		58,489 7 10	23,084 12 4	81,574 0 2	627 13 5	325 16 6	953 9 11
Italy -	765,706 19 8	13,453 13 2	581,869 15 1	134,433 16 10	716,303 11 11	9,115 12 4	212 3 4	9,327 15 6
Venice -	75,664 2 9		5,297 6 9	8,096 10 1	13,393 16 10			
Turkey -	191,949 4 11		67,405 11 3	32,366 9 4	99,772 0 7			
Ireland -	1,881,223 0 5	337,505 7 4	957,806 16 0	1,066,132 12 6	2,023,939 8 6	178,599 5 8	140,005 4 1	318,604 9 9
Mann -	17,240 12 4	1,710 18 1	19,548 11 2	13,115 15 6	32,664 6 2	2,027 3 7	1,104 6 6	3,131 10 1
Guernsey, &c.	41,920 1 8	210 5 1	59,399 8 5	15,867 7 1	75,266 15 6	302 11 4	3,904 7 11	4,206 19 3
Greenland -	180,766 14 6	34,520 9 9	20 0 0	1,176 16 8	1,196 16 8			
Amer. { United states	780,445 2 4	113,192 13 9	1,575,119 16 8	219,094 4 5	1,794,214 1 1	181,740 18 1	38,156 19 5	219,897 17 6
Indies, { Br. colonies	241,673 18 10	1,557 5 5	617,457 8 7	233,001 19 1	850,459 7 8	37,093 14 1	25,704 17 11	62,798 12 0
Foreign	3,456,061 17 10	293,385 19 6	1,253,496 19 4	178,030 5 7	1,431,527 4 11	187,314 13 5	19,861 15 6	207,176 8 11
Asia -	71,310 8 1		10,780 15 7	3,403 9 5	14,184 5 0			
New Holland	3,430,868 0 6		1,486,171 18 7	65,037 17 11	1,551,209 16 6			
Africa -	117,817 19 6		583 2 1	945 16 5	1,528 18 6			
Totals -	16,335,096 11 9	1,468,928 4 4	11,309,540 13 7	4,445,114 3 3	15,754,654 16 10	744,359 9 10	370,774 19 10	1,115,134 9 8

Summary.

Imports of	{	England	Scotland	Exports of	{	England	Scotland
		£16,335,096 11 9	1,468,928 4 4			£11,309,540 13 7	744,359 9 10
Totals	-	£17,804,024 16 1				£12,053,900 3 5	£4,815,889 3 1

1788, January—Captain Arthur Phillip of the navy, appointed governor of the intended colony in New South Wales, arrived at Botany bay in that country with his fleet of transports and his colonists, together with a stock of horses, cows, sheep, goats, rabbits, and poultry, in January 1788. But not liking the harbour nor the appearance of the country around it, he removed to Port-Jackson, the next harbour to the northward, where he found a soil generally good, and a country thinly inhabited by a race of black people in the lowest state of savage life: and there he established his colony, consisting chiefly of convicts, whose descendants, when purified from the vicious habits of the first settlers, may perhaps make an important figure in the historic page of the nineteenth century.

Connected with the commencement of this extraordinary colony was the last intelligence received in Europe concerning the illustrious French navigator, Mr. De la Perouse, who arrived in Botany bay a few days after Governor Phillip. Two frigates, called the *Boussole* and the *Astrolabe* *; sailed from Brest on the 1st of August 1785 under the command of Commodore De la Perouse and Captain De Langle, who were accompanied by men of the first abilities in every suitable department of science and the arts. The important object of their voyage was to supply whatever was wanting, and to ascertain whatever was doubtful, in the discoveries of preceding navigators, so as to render the geography of the whole world full and complete; and also to disperse useful vegetables throughout the innumerable islands of the South sea for the benevolent purposes of adding to the comforts of the natives, and furnishing refreshments to the navigators of succeeding ages. Neither was any thing omitted in the king's instructions to the commander, which could tend to promote the interests of the French commerce and policy, or of general science. The commodore, having made the west coast of North America at Mount S^t. Elias in about 60° north latitude, traced that coast, of which Captain Cook had for the most part only a transient view, as far as Monterey, a Spanish settlement in California, and constructed a chart of it, which, from the number of accurate observers, and the goodness of the instruments †, employed in ascertaining the positions, he recommends with an honest consciousness of diligence and abilities, to the confidence of navigators and the learned ‡. The navigators afterwards

* *Boussole* signifies the compass. *Astrolabe* is the name of an instrument formerly used for taking the height of the sun and other objects, and for solving many problems in astronomy.

† It is pleasing to relate, that the British admiralty, mindful of the attention of the French government to Captain Cook's ships, when returning from a similar voyage, presented to Mr. De la Perouse the chronometer and the azimuth compass, that had been used by that great navigator,

and every chart and paper that could be of service to him.

‡ With respect to particular points and bays, much was added by the succeeding surveys of our vessels engaged in the fur trade. But all preceding charts of this coast must be superseded, whether we consider the accuracy or the minute detail, by that which was constructed by Captain Vancouver from a constant close examination of the numerous channels, mostly performed in his boats in the years 1792-1794.

coasted along the eastern shores of China, Corea, and Tartary, ascertaining the hitherto-unknown positions of the principal points of those countries, and of some large islands lying to the northward of Japan, which were very erroneously laid down in all our charts; and then they proceeded to the port of S^t. Peter and S^t. Paul in Kamtschatka, the worthy inhabitants of which, from the knowledge of their characters obtained by the perusal of Cook's third voyage, they considered as old known friends, who on their part received them with the same warmth of hospitality, which they had shewn to our British navigators. From that hospitable extremity of the world they proceeded to explore the Pacific ocean, and arrived at Botany bay on the 26th of January 1788, when Governor Phillips was getting under sail for Port-Jackson.

When Mr. De la Perouse was at Chili, he remarked the wonderful abundance of corn, vines, flocks, and herds; the later in particular, which are commonly killed merely for the sake of the tallow and hides, there being no sufficient number of consumers for the flesh. But though the produce of that country, if duly cultivated and encouraged, would, he says, be sufficient to maintain the half of Europe, and its wool would supply all the manufactures of France and England, the blessings of nature are counteracted by the errors of government; the people are poor in the midst of plenty; and the whole commerce of the place is conducted by four or five small vessels, which arrive once a-year from Lima.

His observations at Manila are nearly similar. The fruits of the earth are abundant: but trade is so fettered by impositions and restrictions, that what is over serving the wants of the cultivators is almost of no value. Sugar has been sold at less than a penny a pound, and rice has been left on the ground uncut. The people are not permitted to raise tobacco, of which they are distractedly fond, but are compelled by an army of revenue officers and a military force to buy it from the government at the enormous price of half a dollar a pound. With a profusion of the richest tropical productions, and ten gatherings of silk in the year, they are miserable, and consequently discontented. And this most delightful country, capable from its situation and its fertility of becoming one of the most important settlements in the world under a wise and moderate government, is of no advantage to Spain; and, to use Perouse's own words, 'the most charming country in the universe is certainly the last, which a lover of liberty would chuse for his residence*.' The Philippine company, lately established with the most oppressive exclusions and prejudices, have engrossed the trade with America, and are at

* These pictures of misery in the midst of redundant plenty, and poverty in countries which roll down gold in their rivers, are selected as a contrast to the blessings attendant on free industry in countries less favoured by nature, but more enlightened by science and philosophy.

the same time obliged to buy the manufactures of India and Europe in the port of Manila, where *pretended* Moorish, Armenian, and Portuguese, vessels from Goa import only English goods.

He thinks that Macao in China, which nominally belongs to the Portuguese, if it were made a free port, and were under a government of proper energy, might be one of the most flourishing towns in Asia.

Perouse made it an invariable rule to give every island or country in his charts its proper indigenous name, if he could obtain it; if not, he retained the name given by the first European discoverers, giving new names only to such places as, he had reason to believe, were first discovered by himself*. Indeed, he was so far from arrogating to himself the honours due to other distinguished navigators, that he was ever ready to give them all due praise, and in particular embraced every opportunity to express the greatest respect for the memory of the immortal Cook, whom he called *the greatest of navigators*, and of whom he was a most worthy follower†.

This enlightened navigator, all his philosophical associates, and the crews of both ships, were, most probably, swallowed up in the ocean, for nothing was ever heard of them after their departure from Botany bay on the 11th of March 1788. Had they been spared to return to Europe, the world would have been greatly enriched by the stores collected in almost every branch of science by so many men, each of whom was eminently qualified to execute the task he had taken upon himself. What we possess of the fruits of their labour and research was fortunately sent home, as they found opportunities, and chiefly from Kamtschatka‡.

The progress and general diffusion of science have humanized the manners of mankind, and softened that ferocity which disgraced former ages. One of the consequences of this improvement in the moral sentiments and feelings of mankind is, that the justice of carrying the natives of Africa into slavery has been questioned by most people, who are unconnected with the slave trade or property in slaves, and absolutely denied by many. At the beginning of this session of parliament §, Mr. Wilberforce gave notice of his intention to bring in a bill respecting the slave trade: Mr. Fox also signified, that he proposed to call the

* *Future geographers, and navigators (who, to be masters of their own art, must be geographers) will be fully sensible of the important advantages resulting from such a line of conduct.*

† To the many instances of respect contained in his account of his own voyage may be added what he said to Lieutenant King at Botany bay. — ‘In short, Mr. Cook has done so much, that he has left nothing for me to do but to admire his actions.’ [*Hunter’s Voyage to New South Wales*, p. 292.]

‡ The national assembly of France ordered a splendid edition of the Voyage to be executed at the public expense, and directed, that, after the king should have taken some copies for his own use or disposal, the whole of the impression should be sent to the widow of the lamented commander; and they ordered that she should receive her husband’s pay till the return of the two ships, which were sent out in hopes of finding him.

§ The session began on the 27th of November 1787.

attention of parliament to that subject: and it was supposed, that Mr. Pitt, the prime minister, was also a friend to the measure. In consequence of these favourable appearances, and of the discussion which the question had undergone throughout the whole country, one hundred and three petitions were presented to the house of commons by the friends of the unfortunate Africans, among whom were the corporation of London, and most of the other principal corporations and communities in England and Scotland, praying for an abolition of the slave trade *. On the other side, when the parliament took up the business, petitions from Liverpool, from London, from the agent for Jamaica, and from a proprietor of a brass manufactory, prayed for continuing the trade as it was †.

February 11th—The king in council directed the committee of council for trade and plantations to inquire into the state of that part of Africa whence the slaves are brought, the manner of obtaining them, the transportation and sale of them, and the effects of the slave trade upon the colonies and the general commerce of the kingdom. And the committee, having accordingly made inquiries of every one they could find, acquainted with the circumstances of the slave trade, and having also got answers from the governors, assemblies, &c. in the West-Indies concerning the state of slavery, and of the produce and trade of the islands, &c. next year drew up a large report, which they addressed to the king. From this copious source I am enabled to lay before the reader the following authentic information upon those interesting subjects ‡.

The Negroes are generally described by those, who may be presumed to be most impartial, as a mild and inoffensive race §, where they have no intercourse with Europeans. They have great abundance of rice of a quality superior to that of Carolina ||, corn of various kinds, pep-

* Among those petitions there was one from Bristol, though that city, as well as London, is one of the three chief seats of the slave trade.

† A slave-merchant appeared at the bar of the house of lords, with his eyes full of tears, and a countenance fraught with horror, and said, 'My lords, I am ruined, if you pass this bill. I have risked thirty thousand pounds upon the trade this year. It is all I have been able to gain by my industry, and, if I lose it, I must go to the hospital.'—Could this miserable man not employ his *thirty thousand pounds* in some more unexceptionable line of business? Could he not live upon such a fortune without any business? I say nothing of the inconsistency of such a man being considered as an object of compassion by those, who could steel their hearts against feeling for the misery brought upon the unoffending Africans by this very man in the prosecution of the trade, which was the object of consideration.

‡ Though the Report was not completed till

the 28th of March 1789, yet, as the facts contained in it (excepting one table of imports from the West-Indies) are brought no lower than the beginning of the year 1788, this appears to be the proper place for introducing them.

§ This character of the Negroes has the support of, apparently, the father of history, [See V. i, p. 55] of Leo Africanus, who traveled through a great part of Africa about the year 1506, of Mr. Park, who lately explored the banks of the River Niger, and many others.

|| Several of the gentlemen examined by the committee asserted, that the African rice was the best they had ever seen. It grows on dry ground, and is more hearty or substantial than the swamp rice of America and the Oriental countries. At Sierra Leona from 700 to 1,000 tons of it used to be purchased annually for the shipping and factories at prices varying from 2s to 10s a hundred weight.

per *, and valuable gums. They raise tobacco of an inferior quality for their own use : and it may be presumed, that they might as easily raise the best, if the seed were introduced among them. They have cotton of several qualities and *colours*. The country is covered with a great variety of valuable woods ; and gold, ivory, and wax, are found in it. Sugar-canes, and indigo of a superior quality, grow spontaneously ; and there can be no doubt, that every production of the tropical countries might be cultivated to advantage, though I have only selected a few, which are articles of established commerce †. If the Europeans would conduct their intercourse with the Negroes so as to persuade them that they had their interest at heart, they would be easily induced to apply to the cultivation of valuable articles for trade. ‘ But the slave-trade naturally has a tendency to make both the natives and the people employed in it ferocious ‡.’

In most parts of the country the kings are absolute. They make war upon their neighbours for the purpose of getting prisoners. Of these the handsomest of the women are reserved for domestic slaves or concubines ; and the men and the rest of the women are sold to the slave-traders. It is also asserted, that slaves are bred up for sale, as cattle are in other countries. Formerly murder was punished by death, and other crimes by fines of cattle, &c. paid to the party injured : but now, in order to stock the slave market, all crimes, from murder to the most petty offence, real or imaginary, are punished by foreign slavery ||. Accusations of adultery and witchcraft are often procured against obnoxious persons ; and for such crimes, or the pretence of them, not only the supposed criminal, but also his whole family are condemned to slavery. Many are also made slaves for debt. When the demand for slaves is brisk, the kings, chiefs, and black traders, make no scruple of *panyaring* (seizing and carrying off) the inhabitants of whole villages, against whom no offence is alleged ; and armed men go out singly, or in small parties, to waylay and seize defenceless stragglers. The European slave-traders are charged with encouraging these enormities : and, I fear, it cannot be denied, that the slaving captains have frequently been guilty of the same atrocities, for which the Negroes have some-

* Some pepper of the produce of Africa was found so good, that the East-India company were alarmed, and objected to the importation of it.

† The reader, who wishes to have a more copious account of the productions of Africa (which are in fact the same with those of the East and West Indies) than my limits will admit of, may consult the *Report*, part i, under the head of produce ; — *Mr. Afzelius's account of the natural productions of Sierra Leona*, in *Wadstrom's Essay on colonization*, p. 272 ; — the several *Accounts of the proceedings of the association for discovering the interior parts of Africa* ; — *Park's Travels* ; — *Browne's Travels*, &c.

‡ Before the Europeans resorted to Africa for slaves, the people of Guinea sold their cotton to the merchants of Barbary ; they were tolerably expert in the useful arts ; commerce flourished in some degree among them ; and they lived in opulence and abundance. The king of Tombuto (or Tombuctoo) was even a patron of literature. These facts are extracted from the *Account of Africa* written by John Leo Africanus in the beginning of the sixteenth century.

|| Domestic slavery among the Negroes is comparatively a mild state of subordination.

times taken a severe, but just, revenge. In the year 1787 three English vessels were cut off by the natives in the River Gambia, and almost all their crews put to death, in revenge for one of them sailing away with some free Negroes. And, not long after, five captains of slave vessels were seized in Camaroon's river by the natives, who were so moderate as only to keep them in confinement till the return of one of their vessels, which they sent to the West-Indies to bring back thirty free Negroes, the sons and daughters of the principal people of the place, stolen by another slaving captain; by which spirited conduct, and the proper exertion of Governor Parry of Barbados, the kidnapped Negroes were restored to their friends.

Such are the means, according to the accounts of the greatest number of the gentlemen examined by the committee, whereby Negroes become slaves. But several slave-merchants and slaving captains declared, that the criminal trials in Africa are conducted in the most equitable manner, so that none are condemned to slavery without having deserved punishment; and that there is no such thing as breaking up villages for the sake of making the people slaves, *except* in cases of rebellion or resistance against the king. It may, however, be presumed, that the king himself is the only judge of the crimes of rebellion and resistance, and that the arrival of a slave ship has a powerful influence upon his decision. Some of these gentlemen, indeed, acknowledged, that whole families are enslaved on the pretence of one individual being guilty of the imaginary crime of witchcraft. And they argued, that it was not too much to suppose that the whole of the slaves carried off from Africa were condemned criminals, seeing that this comparatively small country produces about two thousand criminals annually*.

Sir George Yonge, a captain in the navy, and Mr. Poplett, an officer in the African corps, were of opinion that an European colony, prudently established on the coast of Africa, would in time induce the natives to cultivate produce for sale. And Mr. Gustavus Vassa, late commissary for the African settlement, in a letter to Lord Hawkesbury, says, that Africa, if the slave trade were abolished, would become a market for British manufactures superior to all Europe. 'Europe' he observes, 'contains one hundred and twenty millions of inhabitants. Query, how many millions doth Africa contain? Supposing the Africans, collectively and individually, to expend five pounds a head in raiment and furniture yearly when civilized, &c.—an immensity be-

* If this mode of calculation (which is taken from Long's History of Jamaica) were adopted in a comparison of London with the rest of Great Britain, the number of criminals would turn out a vast deal more than 2,000. The calculator might say, If London furnishes 2,675 criminals in a year, [*see Colquhoun's Treatise on the police, Table at p. 431, ed. 1799*] how many will all the towns in Great Britain furnish?—There is great reason to believe, that Africa is as much more free from crimes than Great Britain, as the rest of Great Britain is more free than London, the general rendezvous of a great proportion of the best and the worst people in the kingdom.

‘ yond the reach of imagination. This I conceive to be a theory
 ‘ founded upon facts; and therefor an infallible one. If the blacks
 ‘ were permitted to remain in their own country, they would double
 ‘ themselves every fifteen years; in proportion to such increase would
 ‘ be the demand for manufactures*.’

Captain Hills of the navy, Captain Heatly in the slave trade, and Mr. Dalzell, chief governor of the settlements under the direction of the African committee, were of opinion, that a colony could never introduce habits of industry among the natives, who are incurably indolent†, and have no idea of property in the soil. But Mr. Devaynes, formerly a governor of one of the African forts and at this time a director of the East-India company, gave it as his opinion, that ‘ They have capacity
 ‘ and natural parts enough to learn whatever might be taught them,
 ‘ and would become industrious, if properly encouraged. They have
 ‘ many virtues, and great courage and attachment to their masters and
 ‘ benefactors. They are healthy and robust people. *It has been an ob-
 ‘ ject of European policy to prevent the Africans from arriving at perfection
 ‘ in these articles from a fear of interfering with established branches of com-
 ‘ merce elsewhere‡.*’ ‘ At present the Africans have no knowledge of the
 ‘ methods of preparing cotton, tobacco, sugar, indigo, and other dying
 ‘ plants, so as to make them fit for exportation. If the African com-
 ‘ pany were to give directions to their servants there, and to give them
 ‘ a little encouragement, they might certainly induce them to under-
 ‘ take the preparing some of these articles for exportation, particularly
 ‘ cotton and indigo.’

The slaves are brought down to the coast, some of them from a distance of several months’ journey, by the traveling traders, who sell them, either to the resident traders, or directly to the slaving captains. The payments are made partly in gold, but chiefly in British and East-

* I apprehend, this gentleman is rather too sanguine in his calculations. But admit that the Negroes in Africa may double their numbers only in thirty years (for which there is room enough, as it is supposed that not a fiftieth part of the country is at present cultivated) and that Great Britain may supply only one tenth part of the demand, at one pound, instead of five pounds, per head, receiving the returns in raw materials for manufactures, which can be brought several hundred miles from the interior country by the great rivers, the prospect is prodigiously great, and presents advantages far superior to those of a hundred colonies in islands: and such a commerce would cost nothing for protecting it, as no enemy can take possession of a great continent.

† Are there no instances in this country of people indulging in indolence, who are not obliged to labour? It ought to be considered, that the Negroes have no incentive, and scarcely any need, to

be industrious; as their daily food, which constitutes almost their only want, can be obtained from so fertile a soil with scarcely any labour. They are active enough, when they are going upon the infamous errand of kidnapping their brethren for the white traders.

‡ ‘ A sugar plantation was established 9 English miles from the fort of Butra in the year 1707, but was discouraged by the slave trade.’—‘ The Dutch were once inclined to establish sugar plantations on the coast of Guinea, and actually began to clear the land with 200 Negroes; but being soon aware that this undertaking would be hurtful to the slave trade, and to the trade in gold dust, they abandoned it.’ [*Rask’s Description of the coast of Guinea*, p. 46.—*Nordenskiöld’s Treatise on commerce and colonization*, p. 29—both quoted in *Wadstrom’s Essay on colonization*, pp. 325, 327.]

India goods, among which guns and other articles of wrought iron, copper, and brass, gun-powder and balls, rum and other spirits, woollen, cotton, and linen, goods, constitute the principal articles.

When the slaves are received onboard the vessels, the men are chained, two and two together, the right angle of the one being fastened to the left angle of the other, but the women and children are not chained. The proportion of slaves taken onboard was at this time from two to three for every tun of the vessels burthen; about two thirds of the cargo being males, and their ages not under sixteen nor above thirty, if they could be so obtained. The tweendecks is fitted up for their reception with bulkheads (or partitions) dividing it into rooms, the first of which, in a ship, reaches from the head to the fore part of the main hatch, and is allotted to the men slaves: the second bulkhead, abaft the main mast and the pumps, incloses a short room for the boys: the third, which is placed abaft the mizen mast, and is common to all ships, divides the women, who are before it, from the girls, who are in the cabin*. A platform, or shelf, of the breadth of about six feet is moreover ranged along each side at the mid height between the upper and the lower deck, on which a second tire of slaves is laid. None of the slaves, who are stowed upon, or under, the platform, except small children, can vary their position so far as to sit up, unless the ship has a very extraordinary height between the decks†. The whole of the apartments allotted for the slaves are generally planed smooth, and painted. And it was asserted, that very great improvements had been made in point of accommodation in the slave vessels within twenty years past. Every morning in good weather the slaves are brought upon deck, where they are washed and fed, and afterwards made to jump about for exercise‡: and in the meantime the sailors are employed in cleaning their rooms, and when the weather requires it, fumigating them with the smoke of tobacco or frankincense. In bad weather they must remain almost constantly in

* In frigate-built ships the women's room reaches quite to the stern; and the girls with some of the smaller boys are kept in the cabin, which is all above the main deck, there being thus four tires of slaves in the after part of the ship.

† The space allowed upon the deck or platform for each full grown slave was 16 inches, for the boys 14 inches, and for the girls 12 inches. But they were often stowed much closer, so that they absolutely lay upon one-another. The ship *Brooks*, as measured by Captain Parrey, who was sent by government to Liverpool in order to inspect the slave ships, measured 100 feet, by 25 feet 4 inches where broadest, on the lower deck; and the height of her tweendecks was 5 feet 8 inches. Her nominal tonnage 297, her supposed tonnage by measurement 320 tons. By the above allowance of space for the slaves, she should have carried 482: but she actually took onboard 609, as Captain Parrey was told by the slave-merchants themselves,

and in the year 1786 she actually carried 620 slaves into Kingston, of whom 608 survived till the sale. The average height of the tweendecks in nine vessels measured by Captain Parrey was 5 feet 2 inches. One of them was only 4 feet 2 inches; and even that one had a platform, which, allowing for its own thickness, could be only 2 feet from the decks above and below it. [*Description of a slave ship*, at the end of *Wadstrom's Essay on colonization*.—*Report on the slave trade*, Part iii, sheet S, p. 4.—See also the *act of parliament*, 37 Geo. III, c. 118.]

‡ 'The song and dance are encouraged and promoted,' says one evidence. Another evidence says, that the women and children are driven about among one-another, and the men forced to jump in their chains by the operation of the cat-of-nine-tails. They are also compelled to sing, one of their country drums beating all the while.

confinement below, with scarcely any fresh air, and consequently the mortality at such times is very great.

Mr. Dalzell, who had been a surgeon and captain in the slave trade, estimated the mortality, allowing two slaves for every tun of the vessel's burthen, at from *three* to *ten* per cent *, according to the different parts of the coast, where they are taken in. But he mentioned two voyages made by himself, in one of which he lost about a *fourth*, and in the other near a *third*, of his cargo of slaves: and he ascribes the great mortality on these voyages to being long detained upon the coast, before he could complete his cargo; a circumstance, which clearly points out a great advantage in employing small vessels, which may soon be filled, in such a trade †. It is evident, that a tedious passage, whether occasioned by calms (during which the air in the tweendecks must be suffocating) or by bad weather, must also prove very destructive to the slaves.

On their arrival in the West-Indies the slaves are carefully made up for sale by the surgeon of the ship, by rubbing their skins with oil, and closing their wounds and scars by mercurial ointments and repellent drugs, in consequence of which their diseases break out afterwards with redoubled virulence, whereby vast numbers of those devoted victims perish soon after their arrival in the islands. As soon as they are made fit for exhibition, they are sorted into classes, containing—1) the healthy and prime slaves; 2) the weak and puny with those under age and the superannuated; and 3) the refuse, consisting of the emaciated, and those whom no art can dress up to appear passable; and of these the largest ships have generally the largest proportion. A Guinea factor, to whom the cargo is consigned, then advertises the sale, and disposes of them to the best advantage, the payments being generally made in bills of exchange upon England. The refuse Negroes are often sold so

* According to a statement given in to the board of trade by the African company, the numbers of Negroes, delivered between the years 1679 and 1688, were short of the numbers shipped, from $14\frac{4}{5}$ to 29 per cent. [*Report on the slave trade, part iv, No. 5.*] The advanced price of slaves, and the advanced experience of the dealers, have produced better methods of managing the cargoes of human flesh: for in six voyages made by Captain Penny, between the years 1775 and 1786, he stated his loss to be 110 out of 2,576; and in five voyages made by Captain Norris (1769-1777) his loss was only 78 out of 2,175. But there seems reason to believe, that these gentlemen and Captain Dalzell have, in their accounts of the mortality of their slaves, omitted the deaths in harbour after their arrival; for the loss in that short stage of the business appears to have amounted to *four and five eighths* per cent, nearest, in Jamaica. The committee of the assembly of that island stated in

their report, that out of 7,873 slaves, consigned to Mr. Lindo, a Guinea factor, in the years 1786-1788, and reported at the custom-house as arrived, 363 perished in the harbour of Kingston before the sales; and of the whole number of Negroes brought to Jamaica from the year 1655 to 1787 inclusive, being 676,276 who were reported at the custom-house, 31,181 had died in the harbour. The extraordinary mortality in that concluding part of passage must, apparently, be imputed to the noxious quality of the drugs employed in making them up for sale. [*Report on the slave trade, part iii, sheet R.*]

† Mr. Dalzell gave in evidence, that he made one voyage in a vessel of only 50 tuns, wherein, though he packed 106 slaves into her, he lost *only three*. And Mr. Edwards observes, that a schooner (which could not be a large vessel) carried a cargo of Negroes to Jamaica *without losing one*. [*Hist. of the West Indies, V. ii, p. 123.*]

low as a dollar a head; and most of them die in a very short time. And even among the better classes the mortality is so great, that it is thought in Jamaica, that, if *fifteen* out of twenty new Negroes are alive at the end of three years the purchaser is very lucky *.

The most of the Negroes are bought by the planters for the service of their plantations. But considerable numbers of them, especially of the inferior classes, are also bought by a new set of slave-merchants, who re-ship them, and dispose of them in the foreign settlements in the West-Indies.

In the sugar islands, when a parcel of new Negroes arrive upon their purchaser's plantation, they are generally distributed among the most trusty experienced slaves, especially those of their own nation, whom they assist in the work of their houses and provision grounds, and from whom they learn the English language, such as it is spoken by the Negroes †, and the nature of the plantation work. The men are clothed with a shirt and trousers of osnaburg and a hat, and the women with a shift and petticoat of osnaburg and a hat ‡. In Jamaica, when the new Negroes have acquired some knowledge of the nature of the country and of the labour required of them, they get, what may be called, their establishment, that is to say, a small house, and a bit of mountain ground, in which they plant provisions for their own account: and from that their subsistence is derived, their owners furnishing them only now and then a few salt herrings or cod. In the smaller islands, where there is not so much waste land, the owners are obliged to find their slaves the greater part of their provisions, which consist chiefly of Indian corn, rice, beans, &c. mostly imported from America, together with herrings, cod, or other salted provision.

The Negroes work from sun-rise to sun-set, with intermissions for

* See *Beckford's Descriptive account of Jamaica*, V. ii, p. 343.—He describes a *fourth* class of the new-imported Negroes, the refuse of the refuse, whom nobody will buy, who are seen lying about the streets, without clothing, without food, and without compassion.—N. B. He wrote so late as 1790, when the slave trade was *comparatively* humanized.

† It is a jargon composed of English, strangely corrupted, and mixed with some Portuguese words, and others, which, I suppose, are African.

‡ Principal Negroes get some additional clothing of a better quality: and the law, at least in Jamaica, enjoins the masters to give woollen clothing, which is necessary to a Negro in the cool of the night. Perhaps this law has been better observed of late than formerly. It may here be observed, that the philanthropic efforts in favour of the Negroes on this side of the water have also had the good effect of setting the legislatures of the islands and especially of Jamaica, Grenada, and Dominica,

upon revising and amending their laws respecting Negroes, the result of which has generally been favourable to the cause of humanity. The assembly of Jamaica (29th November 1787) were assiduously employed in framing a consolidated slave law, which was intended to change in many respects the former system of regulations. 'A council of protection is established in each parish, and a variety of humane provisions introduced for rendering their condition as easy and happy as possible.—*It is made felony without benefit of clergy in the first instance to murder a slave:*' 'a clause, which, to the great honour of the house, passed without a single dissenting voice.'—The unanimity seems to be noted as something extraordinary, and more than could have been expected. True it is, that by the former law (enacted in the year 1751) the murder of a slave was punishable only by imprisonment not exceeding twelve months, and as much shorter as the judges pleased to make it.

breakfast on the field and dinner at their own houses. In crop time, which lasts about five months, they also work half the night, being divided into two spells, or watches, who relieve each other at noon and midnight, as the operation of boiling the sugar is never interrupted throughout the week.

The Negroes are tried for capital, or heinous, crimes by two justices of the peace assisted by three freeholders*. And they are punished by whipping for smaller crimes, neglect of their work, &c. of which the overseer or manager, to whom the proprietor commits the charge of the plantation, is judge; and not only he, but also the inexperienced young men who are retained, under the misapplied name of book-keepers, as his assistants, and even the black drivers†. When the overseer happens to be a man of humanity (and on this occasion it was asserted that overseers were now much more humane and enlightened than they used to be formerly‡) the punishments are perhaps not more frequent or severe than may be necessary to compell slaves to perform work, in the success of which they have no interest. Negroes, who are bred to trades, especially if they are good workmen, meet with better encouragement: and house slaves, particularly the handsome wenches, are frequently spoiled by excessive indulgence. The health of plantation slaves is taken care of by a surgeon, who is retained by the year at a fixed rate per head, with additional payment for extraordinary cases, as inoculation, &c.: and a house or hospital, called the hot-house, is allotted for the reception of the sick Negroes upon every plantation.

The advocates for the slave trade insisted, that it was impossible to keep up the stock of Negroes without continual importation from Africa. It is, indeed, very evident, that, as long as the importation is continued, and two thirds of the slaves imported are men, the succeeding generation, in the most favourable circumstances, cannot be more numerous than if there had been only half as many men; or, in other words, at least half the men may be said, with respect to population, to die without leaving any posterity. If that inequality cannot be rectified by an extra importation of women (and the slave-merchants say, they are not to be had§) a stoppage of importation would of itself correct the evil in

* So it is in Jamaica: but the law, or custom, varies in the different islands. In Antigua three justices, and six freeholders or householders, are required to constitute a court for the trial of Negroes. In Grenada and St. Christophers two justices are sufficient.

† These are a kind of officers, generally well experienced in the duty of the plantation, whom the overseer appoints to see that the other slaves do not neglect their work.

‡ Mr. Long also observes [*History of Jamaica*, V. ii, p. 435] that the overseers are now (1774)

in general men of much better abilities than formerly. Mr. Beckford says nearly the same in his *Descriptive account of Jamaica*, V. i, p. 384. And the same observation was made by the committee of the assembly of Jamaica in the year 1792. [*Edwards's Hist. of the West-Indies*, V. ii, p. 502.]

§ If there is a scarcity of women in the slave-markets on the west coast of Africa, it appears to be quite the reverse on the east side of it. When Mr. Ledyard was at Cairo in Egypt in the year 1788, he saw 200 Negro slaves brought from Darfoor, a country in the heart of Africa (now better known

the course of one generation ; after which, there can be no doubt, that the numbers of the Negroes would continue undiminished ; and, as better care would then of necessity be taken of them, they would undoubtedly increase in a climate congenial to that, from which their ancestors were brought. Of this there are instances on some plantations *; and if they increase on some, there can apparently be no good reason, why they should not increase on all, which would be a prodigious great advantage to the proprietors of West-India estates. Another great advantage, resulting from the abolition of importation, would be, that in the next generation there would be no *obea men* †: there would be an end of that credulity and superstition, to be found only among the Negroes imported from Africa, to which one single planter in Jamaica ascribed the loss of about one hundred of his slaves in fifteen years, and which is supposed to have been the instigation to all the insurrections of the Negroes in that island. The creole Negroes would be attached to the country, in which they were born, and also to their masters, unless their conduct should be such as to provoke them to hatred and resentment.

The increase of Negroes by the natural means, the complete abolition of national distinctions among them, together with the superior docility and knowledge of slaves bred up from their infancy to the work they are destined to perform, would facilitate the gradual improvement of every inch of practicable waste land in the islands. And then, in-

known by the travels of Mr. Browne) of whom very few were men, and they were mostly young women ; just such a cargo as the West-India planters should wish for, if they must have new Negroes. [See *Proceedings of the African association*, 1791, pp. 50, 53.]

* Mr. Long observes, that a stoppage of importation, by obliging the owners to be more careful in preserving the lives and healths of their present stock of slaves, would render recruits less necessary. And he says, he has known the Negroes on plantations, where they are moderately worked, not only keep up their numbers without importation, but also increase ; and that on most of the old-settled estates the number of births and deaths is pretty equal, but that Africans die faster than creole (West-India-born) Negroes. But the numbers may well be expected to fall off rapidly upon plantations, where there are *five* men to *one* woman (and Mr. Long asserts, that there are such) or where the overseer forces the slaves to labour beyond their powers 'in order to establish his own character as a *great planter*,' at the expense of the lives of the Negroes, and the property of his deluded employer.—In the year 1774 the assembly of Jamaica made laws to check the importation of Negroes. But the remonstrances of the slave-merchants of this country prevailed, and their intention was thwarted by superior authority. [Long's *Hist. of Jamaica*, V. i, pp. 401, 460; V. ii, pp.

406, 432, 436, 437—See also above, V. iii, p. 574.] The increase in numbers, and the other advantages, consequent upon the good treatment of the Negroes on two plantations in Barbados, are pointed out by Mr. Senhouse in a letter to Mr. Sharp, which is printed in the *Report*, part iii, sheet E e, p. 3.—It is also worthy of observation, that in the island of St. Helena the tenth part of the Negroes died annually, till the East-India company established regulations for the treatment of them, and *prohibited the importation of new Negroes*. Since that time the numbers *have increased*; and the free Negroes, formerly misrepresented as idle and burthenome to the community, are all employed. [Staunton's *Embassy to China* V. iii, p. 456, second edition.]

† *Obca* or *obi* is a pretended supernatural knowledge (but in fact rather an acquired skill in the nature and effects of plants) which makes such a powerful impression on the imaginations of the Negroes, especially the Africans, that vast numbers of them have languished and died, when they believed themselves bewitched by the professors of *obi*. Mr. Braithwaite, agent for Barbados, gave in evidence, that the Negroes in that island, *being mostly natives*, are more civilized and better informed now than when there was a greater proportion of Africans, and consequently are not so easily deluded by the professors of *obi*. And Mr. Hutchinson gave nearly the same account of those in Antigua.

stead of rapid settlements, precipitately pushed forward by the force of British capitals, frequently to the ruin of the adventurers and of those concerned with them, we might reasonably expect to see a flow, but sure, progress in increasing the number and the extent of plantations, which will insure more real and permanent prosperity to the proprietors, and to the West-Indies and the British empire in general *.

Having now attended the Negroes from their seizure, or condemnation, and their embarkation as slaves in their own country, to their final settlement in the West-Indies, and indulged in the prospect of the happy effects which may be expected to result from an abolition of the importation of slaves, it is proper to take a view of the effects of the slave trade upon the seamen, who are employed in transporting those miserable creatures across the Atlantic ocean, and of the extent of the trade.

The whole of the habitable part of the vessel being, as described above, assigned to the slaves, the seamen had no place to lodge in during the passage from Africa to the West-Indies, commonly called *the middle passage*, and were obliged to sleep upon the booms, under the booms, in the boats, in the tops, or wherever they could find any spare room above deck, where, if they had not an awning, they were exposed to the scorching heat of the sun, and frequently to torrents of rain. There were many complaints of bad and scanty provisions and water †, and of

* The slave-merchants have somehow found means to persuade most of the planters to make a common interest with them in opposing the abolition of the slave trade, wherein they act contrary to the sense of the assembly of Jamaica in the year 1774, and the opinion and proofs adduced by Mr. Long in his History of Jamaica, quoted in the last note but one. That importation is not necessary for keeping up the stock, is proved by the example of North America, a country less congenial to the constitution of the Negroes than the West-Indies, where, notwithstanding the destruction and desertion of the slaves occasioned by the war, the number of Negroes, though perhaps not of slaves, has greatly increased—because since the war they have imported very few, and of late years none at all, except in the southern states. The small community of the Bermudians affords an example still nearer to themselves in every respect: and there the stock of Negroes, though the men, being mostly sailors, are continually exposed to the danger of the seas, and moreover to slaughter and captivity in time of war, has at least been kept up, though there does not appear to have been any importation from Africa, but one consisting of only 90 Negroes, from the year 1744 till 1788, and probably none since that. Above all let them attend to the dreadful example of the consequence of having too many Negroes in the destruction of the noble colony of St. Domingo, where they had increased about 180,000 since the year 1775; upon which

I shall quote the words of Mr. Edwards, a Jamaica planter, who was formerly rather an advocate for the slave trade, in the conclusion of his *History of St. Domingo*.—‘To the resident planters I address myself with still greater solicitude; and, if it were in my power, would exhort them, with more than mortal voice, to rise above the foggy atmosphere of local prejudices, and by a generous surrender of temporary advantages, do that which the parliament of Great Britain, in the pride and plenitude of imperial dominion, cannot effect, and ought not to attempt. I call on them, with the sincerity and affection of a brother, of themselves to restrain, limit, and finally abolish, the further introduction of enslaved men from Africa; not indeed by measures of sudden violence and injustice, disregarding the many weighty and complicated interests, which are involved in the issue; but by means which, though, slow and gradual in their operation, will be sure and certain in their effect. The colonial legislatures, by their situation and local knowledge, are alone competent to this great and glorious task: and this example of St. Domingo, and the dictates of self-preservation, like the hand-writing against the wall, warn them no longer to delay it.’

† Mr. Dalzell observed to the committee, that Mr. Gullan, a surgeon, and afterwards a captain from the port of Bristol, preserved 300 slaves for the fortnight, that immediately preceded their arrival at Barbados, by distilled sea water.—Mark the

cruel treatment in the middle passage, for the purpose, as was alleged, of provoking the seamen to desert from their vessels in the West-Indies, that their wages might be forfeited to the owners. They were, moreover, curtailed of part of their wages by a custom of paying them money on account in the West-Indies, where they gave them the colonial currency instead of sterling money. And it was alleged that the captains took many sinister courses to get rid of their men in the West-Indies, especially those who were sickly. The loss of seamen by this trade may be judged of from the following

Summary of the muster-rolls of 88 slave vessels, that returned to Liverpool in the year 1786, and to September in 1787.

Slave vessels.	Men shipped.	Men died, or were lost.	Deserted, or discharged.	Brought home in the vessels.
88	3,170	642	1,100	1,428

If we suppose the loss confined to the men reported as dead or lost, it amounts to about $7\frac{1}{3}$ on each vessel on the average, or about $20\frac{1}{4}$ per cent; above one fifth of the seamen, who sail in that trade lost to the nation almost annually. But the loss is in reality much greater, as will presently appear from

A comparative view of the loss of seamen in several trades.

Vessels.	Men shipped.	Men died, or were lost.	Deserted or discharged.	Brought home in the vessels.
24 in the slave trade - -	910	216	239	455
24 West-Indies - -		6		
24 Petersburg - -		2		
24 Newfoundland - -		2		
24 Greenland * - -		5		
24 East-Indies - -	3,327	201		
10 in the wood trade to Africa	164	20		
7 frigates on the coast of Africa	1,300	10		

For a fair comparison of the mortality in the above six lots of 24 vessels, they must be equalized as to number of men and duration of

‘the conduct of another captain under the like circumstances—From the dread of wanting water he threw part of his negroes overboard—This story is a stain in the annals of a nation that has produced a LIND and a COOK.’

Mr. Dalzell, who, like Mr. Gullan, was formerly a surgeon, and afterwards a captain, of a slave vessel, and is at present governor in chief of the forts on the coast of Africa under the direction of the African committee, strongly recommended, that every vessel should carry a still-head, adapted to her boiler, with a worm, for the distillation of sea water, as is now practised onboard the India-

men and many other ships; and also a book containing in a concise manner the observations of Doctor Lind, Captain Cook, and other ingenious men, on the distillation of sea water, and the best methods of preserving the health of seamen. He also advised, that the provisions of seamen should be regulated by law, and that they should be entitled to short-allowance money in the merchants' service, as well as in the navy. This later part of his advice has since been adopted in the laws for regulating the slave trade.

* The first five lots are of vessels fitted out from Bristol.

voyage, the slave vessels being taken as the standard, whose loss was 216.

The loss of the West-India ships would be	-	-	-	21	} 87
Petersburg ships	-	-	-	10	
Newfoundland	-	-	-	10	
Greenland	-	-	-	9	
East-India	-	-	-	not quite 37	

Taking the loss on the slave ships no higher than the number reported dead or lost on their muster-rolls, it follows undeniably, that almost three times as many seamen are lost in them as in all the other examples, which comprehend the most fatiguing voyages that British seamen are employed in. But of the much larger number of discharged or deserted men, it is a melancholy truth, that a great proportion die in misery in the West-Indies, or are otherways lost to their country *; and that, even of those, who return home, many are rendered useless to the community by blindness, ulcerated legs, and other diseases, to which, according to the evidence of the surgeons, they are peculiarly exposed by working in the water, when wooding and watering in the rivers on the coast of Africa, in those baneful voyages: and frequently a whole ship's company is cut off by the Negroes, whereof no official return is made. So that the slave trade, which the advocates for it, on the pretence that the vessels must sail very strong-handed, call *a great nursery for seamen*, appears to be the very farthest of all trades from being able to keep up its own numbers, and has therefor with more justice been called *the grave of the British marine*.

The delegates from Liverpool gave in to the committee an estimate of the numbers of Negroes annually exported from the west coast of Africa, as follows.

By the British slave ships	-	38,000
French	-	20,000
Portuguese	-	10,000
Dutch	-	4,000
Danish	-	2,000
		<hr/>
		† 74,000

As a curious article in the history of man, as well as in the history of commerce, I have thought it proper to insert the following

* Among many other proofs of the loss of seamen, which might be adduced, perhaps the most undeniable is the letter from Governor Parry of Barbados to Lord Sydney, inserted in the *Report on the slave trade*, part iii, sheet E c, p. 4.

† *Report*, part iv, No. 14.—Raynal makes the annual exportation 80,000. [*Hist. phil. et pol. V. vi, p. 87.*] It is evident, that it must vary in different years, and that such estimates must in a great measure rest upon conjecture.

Chronological account of the average prices of Negro slaves on the coast of Africa and in the West-Indies.*

Years.	IN AFRICA.		IN THE WEST-INDIES.	
	Average cost in sterling money.		Average price in sterl ^s . money.	Where sold.
1676 to 1679	£ 3	{	£15	Barbados
			16	Leeward islands.
			17	Jamaica.
1669 to 1688	3		13 to 16	Islands in general.
1698 to 1707	8 to 12		10 to 41	Ditto.
1752	{	15, factory slaves.		
		12, trade slaves.		
1753		12		
1755		12	35 14 3	Jamaica.
1757		10 for young men.		
1758, 1759		7 to 14		
1763 to 1788		8 to 22	28 to 35	Islands in general.

Account of vessels which cleared out from Great Britain for Africa since the year 1700, with the value of their cargoes in sterling money †.

Years.	Vessels.	Tuns.	Brit merchandize.	India goods.	Foreign merchandize	TOTALS.
1701	104	.....	83,280 14 6	.....	50,673 7 5	133,954 1 11
1708	.....	.....	40,507 18 7	.....	15,485 18 0	55,993 16 7
1712	.....	.....	24,791 6 6	.....	12,716 11 8	37,507 18 2
1720	65	5,764	60,928 5 7	.....	69,422 9 4	180,350 14 11
1721	54	5,140	48,908 3 1	.....	77,148 0 4	126,056 3 5
1725	.....	.....	121,273 3 10	.....	162,751 12 0	284,024 15 10
1738	.....	.....	120,884 5 9	.....	156,363 19 5	277,248 5 2
1740	.....	.....	40,563 19 2	.....	69,979 15 16	110,543 15 0
1745	.....	.....	26,665 4 9	.....	44,734 6 3	71,399 11 0
1748	.....	.....	107,136 13 4	.....	126,534 10 3	233,671 3 7
1757	74	7,856	111,725 19 4	.....	42,772 3 4	154,498 2 8
1760	138	15,647	243,542 18 9	.....	102,005 1 4	345,548 0 1
1761	138	15,689	246,720 1 5	.....	78,587 0 6	325,307 1 11
1762	123	14,469	209,677 9 4	.....	63,450 9 3	273,127 18 7
1763	163	18,939	346,242 8 3	.....	117,576 1 1	463,818 9 4
1764	163	17,802	324,820 18 3	.....	140,057 15 11	464,878 14 2
1765	163	18,754	333,617 9 6	.....	135,387 4 10	469,004 14 4
1766	134	15,665	364,180 6 9	.....	132,609 5 3	496,789 12 0
1767	158	16,799	398,066 3 1	.....	150,996 2 7	558,062 5 8
1768	134	13,471	416,207 9 11	.....	196,094 19 9	612,302 9 8
1769	146	14,743	387,177 15 2	.....	218,002 10 9	605,180 5 11
1770	156	16,211	347,252 14 8	.....	223,750 12 1	571,003 6 9
1771	192	20,296	449,487 8 0	£168,340 11 6	94,710 7 7	712,538 7 4
1772	175	19,021	564,013 14 0	187,727 15 16	114,653 1 5	866,394 11 3
1773	151	15,696	419,926 9 8	140,403 8 1	127,780 13 2	688,110 10 11
1774	167	17,218	528,333 5 0	183,095 17 8	135,096 9 6	846,525 12 5
1775	152	16,787	474,053 19 3	188,731 3 7	123,382 19 10	786,168 2 8
1776	101	12,083	300,623 16 4	96,329 13 1	73,825 11 8	470,779 1 1
1777	58	7,196	139,975 19 0	56,647 14 3	42,594 9 6	239,218 3 0
1778	41	5,316	95,690 19 8	34,154 8 8	24,240 13 6	154,086 1 10
1779	28	3,475	99,183 13 11	46,012 12 3	14,021 13 5	159,217 19 7
1780	53	7,355	121,288 1 5	56,627 17 0	17,991 15 7	195,907 14 0
1781	77	9,730	208,055 16 9	73,591 9 8	31,175 1 5	312,822 7 10
1782	69	9,311	253,250 11 8	71,254 18 0	27,229 8 6	351,734 18 5
1783	130	20,077	573,245 15 2	153,619 0 3	60,698 12 7	787,563 8 0
1784	99	14,383	360,012 12 5	122,624 7 2	41,348 16 7	523,985 16 2
1785	116	16,064	412,656 15 0	116,433 7 6	58,106 7 8	587,196 10 2
1786	146	21,483	553,052 12 7	176,076 8 5	129,609 1 10	858,738 2 10
1787	137	22,263	401,593 15 8	186,258 16 6	80,403 1 11	668,255 14 4

* Report, part iv, no. 25.

† Report, part iv, no. 1. The account is very imperfect with respect to the number of vessels before the year 1761. I have selected the highest

and the lowest value of the cargoes exported in each period of ten years preceding the year 1761.

‡ Of these 137 vessels there were 80 belonging to Liverpool, and 30 to Bristol.

Before the year 1771 the India goods were included in the foreign merchandize.

‘ It appears from the account furnished by the proper officers, that there is no trade carried on from North Britain or Ireland* to Africa’.

The slave vessels are very seldom employed in bringing home the produce of the West-Indies to Great Britain.

The principal articles of the exports to Africa in the year 1787, which may serve as a sufficient specimen for all the others, were the following.

Wrought brass, value	£17,986	10	0
Wrought copper	12,269	10	0
Iron ware, including guns †, cutlasses, &c.	43,515	0	0
Bar iron (foreign)	10,947	3	2
Cotton goods, plain, checked, and printed ‡	51,636	6	9
Linens, British and Irish, plain, checked, and sail-cloth	18,200	12	2
Linens, foreign, including part of the Irish	13,043	19	11
Gun-powder	37,923	10	10
Lead shot	1,408	5	6
British spirits, 290,542 gallons	20,417	2	6
Rum	64,584	gallons	19,406 8 0
Woollen goods of various kinds	138,330	11	1
Bugles	12,916	11	6
Bengal goods	186,865	5	6

Some vessels return home direct from Africa without having any concern in the slave trade. Of these the greatest number in any one year since 1760 was 71 vessels measuring 8,037 tons in the year 1775, and the smallest number was 8 measuring 1,180 tons in 1782. The greatest and least values of the homeward cargoes in the same period were £119,152 in 1784, and £12,201 in 1761. In 1787 there were

46 vessels, 6,630 tons, with cargoes amounting to..... £117,817 16 10, of which the chief articles were

Gum Arabic, value....	£6,388	0	2	Elephantsteeth, or ivory	£15,335	17	9
Gum Senegal	5,184	12	9	Ostrich feathers.....	401	14	0
Cam-wood	1,988	9	3	Bees' wax.....	3,819	19	5
Ebony.....	1,462	0	5	Cotton (apparently with the	} 1 3 4		
Red-wood.....	62,480	1	9	seeds in it) 40 pounds ...			

The last article, now so insignificant, might probably with due en-

* A resolution of the chamber of commerce of Dublin, declaring their abhorrence of the slave trade, and expressing their satisfaction at finding, that the traffic in the human species had never been carried on from Ireland, was transmitted to Granville Sharpe Esquire, chairman of the society in London for the abolition of the slave trade.

A similar resolution was also transmitted to the same society by the gild of merchants in Dublin. [*Report, part i, sheet X, p. 3.*]

† It was said, that the manufacture of Birming-

ham guns for the African market gives employment to between four and five thousand persons.

‡ The Manchester manufacturers represented to the committee, that the goods supplied from Manchester and its neighbourhood for the African trade amounted annually to about £200,000, and gave employment to about 18,000 men, women, and children.—If so, the labour of each individual produced goods only to the amount of about £11 on the average.

couragement become a great object. The trade is upon the whole but trifling; because, being considered as of inferior consequence to the slave trade, the British traders resident upon the coast pay no great attention to it, and the slaving captains generally carry off what articles they do collect. Hence the vessels in the wood and ivory trade are obliged to collect the articles as they can from the Negroes, generally by trusting them with goods, which they barter in the interior country for ivory and other things wanted, which occasions a prodigious loss of time. Most of the articles hitherto imported are of such a nature, that a much larger importation of them could not find a market. *.

An Account of the number of Negroes imported into, and exported from, each of the following British West-India islands, and of the shipping employed in the importation from the beginning of 1783 to the end of 1787 †.

	Imported.					Exported.		Totals.
	Years	Vessels.	Tons.	Men.	Negroes.	to foreign West-Ind ^s .	to Un-states of America.	
JAMAICA	1783	21	3,070	778	9,644	64		64
	1784	39	6,466	1,438	15,468	4,465		4,465
	1785	30	5,330	854	11,046	4,194	395	4,589
	1786	16	2,170	420	5,645	3,334	309	3,643
	1787	16	2,696	493	5,682	1,751	29	1,780
TORTOLA	1783	13	1,755	359	4,983	404		404
	1787	2	273	55	143			
S ^t . CHRISTOPHERS	1784	5	410	48	785	99	148	247
	1785				78		68	68
	1786	3	300	59	675	128		128
	1787	5	645	109	1,095	185		185
NEVIS	1784	10	1,425	204	2,126			
	1787				45			
ANTIGUA	1783	4	630	111	1,581	141	200	341
	1784	8	995	163	1,750	68	39	107
	1785	1	150	29	300	58	5	63
	1786	3	200	47	462	116	10	126
	1787	5	388	80	562	77	25	102
DOMINICA	1784	18	2,205	466	5,200	13		13
	1785	25	2,895	559	6,254	117		117
	1786	29	3,445	751	8,407	189		189
	1787	25	3,640	548	5,709	1,888	130	2,018
S ^t . VINCENTS	1784	4	630	80	1,340	400		400
	1785	6	586	107	1,240	91		91
	1786	4	690	133	1,360	50		50
	1787	12	1,767	252	3,361	660		660
GRENADA †	1784	9	1,170	184	1,881	15	16	31
	1785	9	1,630	213	2,531	90		90
	1786	7	782	137	2,005			
BARBADOS	1787	13	1,943	312	3,713	536		536
	1785	2	145	23	149			
	1786	5	483	74	606	163	18	181
	1787	7	831	102	713	85		85

* Report, part i, sheet R; part iv, no. 2.—There are some articles in the account of greater amount than those I have specified, such as bitter and sweet almonds, oil, &c. But, I apprehend, they are productions of the Moorish states (all Africa being lumped together as one province in the custom-house books) and it is only the country of the Negroes we are at present concerned with.

† Report, part iv, no. 4.

‡ An account of Negroes imported in Grenada in these years, contained in no. 15, differs considerably from the numbers given in the account no. 4. And similar disagreements occur in the other islands.

An Account of the number of white people, free people of colour, and Negro slaves, in each government in the British West-Indies, according to the latest returns; and also of the patented lands in each, and the estimated value of the whole.*

	Date of latest re- turn.	White people.	Free people of colour.	Negro slaves.	Acres of patented land.	Value of land and erections, of slaves, and personal property.
Jamaica †	1787	23,000	4,093	256,000	1,860,000	22,953,333
Virgin islands	1774	1,200		9,000	25,000	605,000
S ^t . Christophers . . .	1788	1,912	908	20,435	43,726	1,308,497
Nevis	1788	1,514		8,420	30,000	599,067
Antigua	1774	2,590		37,508	69,277	2,362,812
Montserrat	1774	1,306		10,000	38,400	725,333
Dominica	1788	1,236	445	14,967	100,000	1,298,240
S ^t . Vincents	1787	1,450		11,853	25,000	757,160
Grenada 1783 and	1787	996	1,115	23,926	89,000	1,721,053
Barbados ‡ 1783 and	1786	16,167	838	62,115	106,470	3,845,150
Bahamas §	1773	2,052		2,241	20,000	219,520
Bermuda	1773	5,462		4,919	12,000	15,140
		58,870	||	461,684	2,418,873	36,810,305

In this estimate the patented lands with the erections upon them are valued at £5 sterling per acre, the slaves at £40, and the personal property as equal to one third of the value of the slaves, in all the sugar islands and the Bahamas. But in Bermuda the lands with the erections are valued at £10, and the slaves at £45.

It was thought proper, because it exhibits the subject in another light, to estimate the property in the British West-Indies in the following manner.

The mercantile value of the produce exported from the } islands in the year 1787 was } £5,389,054 17 7

which, at twelve years' purchase amounts to £64,668,658 11 0

The West-India planters and merchants estimated the value of the property in the British sugar colonies, as follows.

45,000 Negroes at £50 sterling per head £22,500,000

Land, buildings, utensils, cattle, mules, &c. double the value of the } Negroes. } 45,000,000

Houses, &c. in the towns (those in Kingston and Spanishtown in Ja- } maica being worth £1,428,521 sterling) with the trading and } 2,500,000
coasting vessels, and their crews

Total £70,000,000

* *Report, part iv, no. 15, 17, 18.* By the direction of the committee for trade, the estimates were prepared by Mr. Chalmers from the best information that could be obtained.

† The number of Negroes in Jamaica is taken from the tax rolls, in which the returns from many properties are supposed to be much under the truth. And, as it is also customary to exempt from taxation all proprietors of fewer than six slaves, (the numbers of whom, especially in the towns, must be very great) the whole number of slaves in the island must be several thousands more than are here stated. Mr. Edwards says that the Negroes in Kingston are in fact 16,659, and only 6,162 by the tax rolls. [*History of the West-Indies, V. i, p. 224.*]

‡ An account, transmitted in 1788, makes the number of slaves in Barbados 64,405. But I have retained the number in the table, from which the value is calculated.

§ By the return from the earl of Dunmore, governor of the Bahamas, [*Report, part iii, sheet 4 C*] it is evident, that no approach to probability could be made in estimating the quantity of patented land, or the number of any description of the people.

|| The free people of colour are neglected in the returns from several of the islands.---And the island of Barbuda is entirely omitted, as is also the settlement upon the Bay of Honduras.

The following statement of the population of the French sugar colonies in the West-Indies is given by Mr. Necker in his work on the administration of the finances*.

	White people.	Free people of colour.	Slaves.	Totals.
S ^t . Domingo by enumeration in .. 1779	32,650	7,055	249,098	288,803
Martinique . . by ditto 1776	11,619	2,892	71,268	85,779
Guadaloupe . . by ditto 1779	13,261	1,382	85,327	99,970
S ^t . Lucie by ditto 1776	2,397	1,050	10,752	14,199
Tobago (estimated equal to S ^t . Lucie)	2,397	1,050	10,752	14,199
Cayenne 1780	1,358		10,539	11,897
Totals	63,682	13,429	437,736	514,847

The following *View of the trade of the British West-Indies with all the world in the year 1787* is extracted from the very voluminous tables compiled by the committee of the privy council for trade, in order to illustrate the importance of that part of the British empire.

The West-Indies in general imported from

	British and Irish goods.	India goods.	Foreign goods.	Total.
Great Britain	£1,441,048	£23,570	£174,085	£1,638,703
Ireland	£ 111	£19,914	£ 135	20,160
Newfoundland . .	890 barrels of wet fish, and 64,123 quintals of dry fish.			
Foreign W. Indies	1,943,000 lbs. cotton, 64,750 lbs. cacao, sundry woods, cattle, hides, &c. and dollars.			
Africa	20,978 Negro slaves.			
South of Europe	} No report of imports from them.			
United states of America				
British colonies in America				

* Accounts of the quantity and value of the produce of the French West-Indies, imported into France in the years 1775 and 1785 have already been given, *V. iii, p. 584*; *V. iv, p. 97*.

Account of the export trade of the British West-Indies to all parts of the world, and of the shipping employed in it, in the year 1787.

	Shipping.			Sugar, cwt.	Rum, gal.	Melasses, gal.	Cotton, lb.	Indigo, lb.	Coffee, cwt.	Cacao, cwt.	Pimento, lb.	Ginger, cwt.	Dye, woods, tuns.	Hard woods, mahogany, &c. tuns.	Slides, n°.	Total value of exports, includ- ing articles not particularized.
	Vessels.	Tuns.	Men.													
JAMAICA to																
Great Britain	242	63,471	7,748	824,706	1,890,540	2,316	1,890,967	27,223	3,707	83	605,994	3,554	9,005	5,831	4,060	2,022,814
Ireland	10	1,231	91	6,829	106,700		5,500	400	10		2,800	918		95	60	25,778
United states of America ..	133	13,041	893	6,167	372,325	1,800			2,566		6,450	339			291	60,090
British colonies in America ..	66	6,133	449	2,822	207,660	2,300	1,000		111		200	4		6		26,538
Foreign West-Indies	22	1,983	155	24	2,200				2			2				356
Africa	1	109	8		8,600											869
	474	85,888	9,344	840,548	2,588,025	6,416	1,905,467	27,623	6,396	83	616,444	4,517	9,005	5,932	4,411	2,130,442
TORTOLA to																
Great Britain	25	5,137	344	78,749	517	2,011	287,577		1				521	546		164,129
United states of America ..	3	372	21	91	13,900		1,500									1,499
British colonies in America ..	4	226	20	363	7,000											1,231
Foreign West-Indies	8	581	51											30		101
	40	6,310	436	79,203	21,417	2,011	289,077		1				521	570		106,900
ANGUILLA to																
Great Britain	2	310	18	2,130	106		100,407	301					12	13		12,093
S ^t . CHRISTOPHERS to																
Great Britain	53	11,992	764	231,398	78,209	8,154	484,640	318	86				354	389	6	430,179
Ireland	3	350	30	3,099	8,500											6,035
United states of America ..	21	2,457	140	386	167,740											15,513
British Colonies in America ..	19	1,201	110	646	65,000											6,788
Foreign West-Indies	104	7,155	546		15,070									55		1,400
	200	23,155	1,590	235,529	334,609	8,154	484,640	318	86				354	443	6	510,014
MONTserrat and NEVIS to																
Great Britain	23	5,371	341	108,325	4,406	1,313	91,972	140						15		185,700
United states of America ..	20	1,850	138	1,895	122,710		500									13,982
British colonies in America ..	7	379	40	64	21,300											2,054
Foreign West-Indies	71	3,085	377		140,660											12,307
Africa (from Nevis)	1	102	8													
	122	10,787	904	110,284	280,076	1,313	92,472	140					48	15		214,142
ANTIGUA to																
Great Britain	65	13,806	901	254,575	128,036	3,510	131,010	26					166	97		484,484
Ireland	16	1,909	159	22,295	97,400		29,500						40	206		50,769
South of Europe	1	100	14													
United states of America ..	71	8,281	552	6,779	375,150	1,700			91							44,680
British colonies in America ..	34	2,127	177	844	109,320	700										11,032
Foreign West-Indies	47	2,540	250	33	5,740				248							1,632
	234	28,763	2,062	284,526	716,546	5,010	160,510	26	336				200	303		502,597
DOMINICA to																
Great Britain	56	8,682	966	58,665	1,492	9,423	961,066	11,250	17,384			161		35	117	271,473
Ireland	9	1,046	85	11,163	3,600		9,750									10,900
United states of America ..	16	2,003	147	1,066	31,900				543							7,164

	Shipping,		Veffels.	Tuns.	Men.	Sugar, cwt.	Rum, galls.	Mclaffes, galls.	Cotton, lb.	Indigo, lb.	Coffee, cwt.	Cacao, cwt.	Pimento, lb.	Ginger, cwt.	Dye- woods, tuns.	Hard wood, mahogany, &c. tuns.	Hides, n ^o .	Total value of ex- ports, including articles not parti- cularized.
S ^t . VINCENTS to																		
Great Britain	30	6,086	463			64,449	15,766	9,656	760,380		632	100			7	1		£175,571
United states of America .	21	2,597	174			579	51,300	2	1,500		2	43						5,712
British colonies in America	14	910	74			872	83,180		250		28	50						9,019
Foreign West-Indies	71	3,963	332				21,200											1,860
	130	13,555	1,043			65,000	171,446	9,656	762,130		662	193			7	1		192,162
GRENADA to																		
Great Britain	65	13,276	969			172,880	102,590		2,030,177	156	8,550	2,645		6	340	159	693	555,223
Ireland	7	771	59			1,248	96,100		32,250	1,250		20		1		77		13,580
United states of America...	47	6,373	410			200	272,080				44	36						24,597
British colonies in America	30	2,610	194			1,130	209,620	4,300			218	16						21,469
Foreign West-Indies	30	2,734	192															39
	188	25,764	1,824			175,548	670,360	4,300	2,062,427	1,406	8,912	2,716		7	340	236	693	614,908
BARBADOS to																		
Great Britain	66	11,221	833			130,242	28,680	1,089	2,640,725					5,437	245	6	304	486,570
Ireland	3	317	28			2,114	25,200		65,250			2		124	5			11,522
United states of America...	54	6,416	379			2,668	213,400	700										23,218
British colonies in America	41	3,182	237			2,742	146,100	11,700										18,080
Foreign West-Indies	79	5,604	458				2,000											207
Africa	1	87	7				100											9
	243	26,917	1,942			137,766	415,489	13,489	2,705,975			2		5,561	250	6	304	539,609
BAY OF HONDURAS to																		
Great Britain *	14	3,200	137						200			45			1,381	9,360		106,243

A general summary of the export trade of each of the British West-India colonies in the year 1787†.

	Shipping,		Veffels.	Tuns.	Men.	Sugar, cwt.	Rum, galls.	Melaffes, gall.	Cotton, lb.	Indigo, lb.	Coffee, cwt.	Cacao, cwt.	Pimento, lb.	Ginger, cwt.	Dye-woods, tuns.	Hardwood, mahogany, &c. tuns.	Hides, n ^o .	Total value of exports from each colony, including articles not particularized.
Jamaica	474	85,888	9,344			840,548	2,588,025	6,416	1,906,467	27,623	6,296	83	616,444	4,817	9,005	5,932	4,411	£2,136,412
Tortola	40	6,316	436			79,203	21,417	2,011	289,977	301	1				521	576		166,960
Anguilla	2	310	18			2,130	106		109,407						12	13		12,993
St. Christophers	200	23,155	1,590			235,520	334,609	8,154	484,640	318	86	86			354	443	6	510,014
Montserrat and Nevis	122	10,787	904			110,284	289,076	1,313	92,472	140					48	15		214,142
Antigua	234	28,763	2,062			284,526	716,546	5,910	166,510	26	339				206	308		592,597
Dominica	162	18,126	1,814			71,302	63,392	16,803	970,816	11,250	18,150	1,195		161	602	35	117	302,987
St. Vincents	136	13,555	1,043			65,900	171,446	9,656	762,130		662	193			7	1		192,162
Grenada	188	25,764	1,824			175,548	670,390	4,300	2,062,427	1,406	8,912	2,716		7	340	236	693	614,908
Barbados	243	26,917	1,942			137,766	415,489	13,489	2,705,975					5,561	250	6	304	539,609
Bay of Honduras	14	3,200	137						200			45			1,381	9,360		106,243
Total of each species ..	1,815	242,781	21,114			2,002,736	5,270,499	68,052	9,544,121	41,064	34,446	4,234	616,444	10,546	12,720	10,920	5,531	£5,389,054

* 10,750 tons of wood, besides cotton and cacao, carried in 3,200 tons of shipping!

† This and the preceding account are compiled from the accounts n^o. 6, 7, 8, 9, 10, 11, 13, 21, 22, in part iv of Report on the slave trade. The amount of the exports, compared with those of the year 1770 (see above, V. iii. p. 506) shows the increased cultivation of the islands. It may be observed, that the great quantity of cotton produced in Barbados proceeds from a number of sugar plantations being turned to the culture of cotton after the hurricane in the year 1780.

The value of the produce in these accounts was calculated by the inspector-general of imports and exports in sterling money, agreeable to the prices current in London at the time. The old-established custom-house prices are considerably lower; for example, the imports from Jamaica to Great Britain, here valued at £2,022,814, are by the custom-house valuation only £1,580,239.

There appear no returns from the Bahamas and Bermuda. The loyalists from North America had just begun to bring the cotton of the former into consideration: and the inhabitants of the later were endeavouring to follow their example as far as the narrow limits of their island would permit.

An Account of the principal articles imported into Great Britain from the British West-Indies in the year 1787, with their value as rated in the custom-house books, and the amount of the duties paid upon them to the revenue.*

	Quantity.	Value.	Duties.
Sugar.....cwt.	1,926,121	£2,634,686	£1,187,775
Rum.....gal.	2,251,341	203,882	46,902
Melasses.....gal.	37,472		
Cotton.....lb.	9,396,921	327,599	
Indigo.....lb.	39,414	2,634	free
Coffee.....cwt.	30,363	212,277	5,314
Cacao.....cwt.	3,954	9,885	247
Pimento.....lb.	606,994	15,211	7,587
Ginger.....cwt.	9,159	11,449	5,037
Dye woods.....tuns	12,637	135,391	free
Hard woods, mahogany, &c. tuns	7,569	65,565	free
Hides.....no.	5,180	2,004	free

The whole imports were valued in the custom-house books at
 £3,749,447 : 17 : 4 : and the whole duties of customs were £1,257,615 2 5
 and those of excise - 357,074 6 3
 making together - £1,614,689 8 8

In this trade there were employed 573 vessels measuring 131,934 tuns.
The principal articles imported into Ireland from the British West-Indies in 1787 †.

	Quantity.	Value.	Duties on an average of five years.
Sugar.....cwt.	26,182	£58,909	
Rum.....gal.	209,264	15,695	
Cotton.....cwt.	1,259	5,038	
Total value of articles imported in 64 vessels measuring 8,287 tuns.....		88,870	£57,396

The exports from Great Britain to the foreign West-India colonies ‡,
 which amounted in the year 1782 to - £363,778 4 6,
 fell in the following year - 1783 to - 102,000 10 10,
 in - 1784 to - 12,926 2 9;
 and in - 1785 to - 653 5 8.
 They amounted in - 1786 to - 8,774 2 6,
 and in - 1787 to - 4,675 7 4,

* Report, part iv, no. 7, wherein the article melasses is omitted; as are also the whole imports from the Bahamas, Bermuda, and the Bay of Honduras.

† Report, part iv, no. 9.

‡ Report part iv, no. 19, 20.

The imports from the same colonies into Great Britain, which in the year 1763, when we possessed the Havanna and several other French and Spanish settlements, amounted to - - - £1,014,249 16 1, varied afterwards from £80,753 in 1765 to £729 in 1774, till the year 1783, when they amounted to - - - 189,621 12 11, from which they sunk every year, being in 1787 only - - - 8,640 0 5.

The principal articles of these imports in the years 1785 and 1786, and the value of the whole, were as follow.

		Sugar, cwt.	Rum, gal.	Cotton, lb.	Indigo, lb.	Coffee, cwt.	Woods, tuns.	Total value of imports	
								1785	1786
S ^t . Lucie in	- 1785	8,393		111,016		4,413		£18,573	
S ^t . Thomas	{ 1785	379		5,566			108	1,504	
	{ 1786			4,530			607		£5,487
Tobago	- 1785	13,287	4,681	656,546	1,800		61	40,774	
New Orleans	1785				11,000			727	
S ^t . Martins	- 1786								69
Curaçoa	- - 1786						160		1,945
Cuba	- - 1786						414		4,422
Demararay	- 1786					4			31
Trinidad	- - 1786			45,540			25		1,780
St. Eustathius	1786			2,881			318		3,053
Totals	- - -	22,059	4,681	826,079	12,800	4,417	1,488	61,578	16,787

An ACCOUNT of the export trade from the British West-India colonies to the United States of America, from the peace till the end of year 1787.*

	1783	1784	1785	1786	1787
Sugar.....cwt.	5,651	47,595	46,142	35,801	19,333
Rum.....gal.	679,760	2,742,277	2,188,000	1,399,040	1,620,205
Melasses.....gal.	53,600	5,800	43,800	1,800	4,200
Cotton.....lb.	1,500	36,250	11,750		3,000
Coffee.....cwt.	444	674	1,202	1,874	3,246
Cacao.....cwt.	55	74	154	186	124
Pimento.....lb.	57,400	169,500	54,300	16,900	6,450
Ginger.....cwt.	143	1,116	1,362	487	339
Dye-woods.....tuns	7	61	60	pieces 370	
Salt.....bushels	3,500	6,316	19,022	1,330	2,304
Beef and pork.....bar.	851½	120	55		72
Negroes.....n ^o .	200	203	468	337	184

Besides these there were some mahogany, hides, tobacco, soap, candles, limes, &c. No value is specified in the account, n^o. 21, whence this abstract is taken: but the account inserted above in p. 158, shows that the exports for the year 1787 amounted to £196,461 sterling, exclusive of the salt, provisions, and negroes. The salt was shipped from Antigua, Grenada, Jamaica, S^t. Christophers, Tortola, and Barbados: and there is no account of any shipped from Turk's islands, of which it is the only commodity.

There is no account of the imports from the United states.

* Report, part iv, n^o. 21.

An ACCOUNT of the export trade from the British West-Indies to the British colonies in North America, from the peace till the end of the year 1787.*

	1783	1784	1785	1786	1787
Sugar - - cwt.	6,761	14,744	12,214	18,836	9,891
Rum - - gal.	564,873	888,170	677,412	953,743	874,580
Melasses - - gal.	135,636	54,730	86,400	95,260	26,380
Cotton - - lb	23,750	22,250	1,250	3,750	1,750
Coffee - - cwt.	556	454	786	1,426	576
Cacao - - cwt.	136	24	133	80	81
Pimento - - lb	7,100		1,000		200
Ginger - - cwt.	66	46	273	83	4
Dye-woods - tuns	7	61	12	9	
Salt - - bushels	24,168	3,537	383	4,170	4,260
Negroes - - n°.	149	240	109	77	181
Beef and pork - bar.	2,040½	5,544	259	319	113
Bread and flour - bar.	2,178½	791	130	1,542	238
Corn - - bushels		160	72		858

Besides these there were also some logs and planks of mahogany, some ebony and lignum-vitæ, limes, rice, soap, candles, hides, tobacco, and Madeira wine.

There is no account of imports from the northern British colonies, except that of the fish from Newfoundland, already noted, (p. 157.)

An ACCOUNT of the export trade from the British West-India colonies to those of foreign powers, from the peace till the end of the year 1787.*

	1783	1784	1785	1786	1787
Shipping employed { vessels	161	241	371	485	507
{ tuns	8,564	7,660	14,141	23,113	32,954
Sugar - - cwt.	164	541	60	169	57
Rum - - gal.	23,800	163,240	203,030	302,640	188,170
Coffee - - cwt.	82	430	12		250
Salt - - bushels	1,664	1,000	960	1,185	1,410
Provisions. { Fish { dry - quint.	888	808	992	2,356	3,160
{ wet - bar.	448	703	1,101½	954	1,726
{ Beef and pork - bar.	622	1,765	2,337	4,327½	3,584½
{ Butter - - firkins	226	1,106	1,948	3,228	5,447
{ Bread and flour - bar.	588	3,150	1,932	2,447	1,852½
{ Corn - - bushels	2,224	247	965	400	584
{ Rice - - tierces				67	51½
Cattle, sheep, hogs - n°.	98		9	15	122
Negroes - - n°.	609	1,046	1,114	837	1,611
Lime - - hhd.		802	526	1,036½	649
Pitch and tar - - bar.		93	18		
Lumber. { Staves - - n°.	6,000	7,000	8,000		
{ Hoops - - n°.	3,500	5,000	22,900	1,500	
{ Shingles - - n°.	148,500	135,000	10,000	2,000	37,000
{ Lumber - - feet	282,000		24,000	53,600	2,000
{ Shaken casks - n°.	352	41	112	453	20

There were also some mahogany, oil, tobacco, soap, candles, pitch, tar, &c.

* Report, part iv, no. 13.

† Report, part iv, no. 12.

An ACCOUNT of the import trade from the foreign West-India colonies to those of Great Britain, from the peace till the end of the year 1787.

		1783	1784	1785	1786	1787
Shipping	{ vessels	157	448	821	936	837
	{ tuns	6,454	15,355	26,943	35,198	5,270
Sugar	- hhd.	40	307½	1,222		
Melasses	- gal.	13,400	17,930	47,755	60,152	11,280
Cotton	- lb.	190,250	1,135,750	1,398,500	1,346,386	1,158,000
Indigo	- casks	202	71½	200½	4	24
Coffee	- bags	1,069	416	1,700	10½	
Cacao	- bags	157	673	771	677	1,308
	{ tuns	242	389	1,793	3,660	1,364½
Dye-woods	{ pieces		726	25,943	10,375	120
Mahogany and	{ tuns	236	162	86	120	186½
hard wood	{ pieces	915	6,710	6,909	3,504	5,960
Horses and mules	- n°.	18	708	749	653	682
Negroes	- n°.		23	78	15	45
Tobacco	{ casks	202	21		16	9
	{ lb.			10,250		
Turtle shell	{ casks			1	1	
	{ lb.				32	
Sarsaparilla	- bundles			50	2	

An ACCOUNT of foreign vessels and their cargoes entered inwards in the free ports of Jamaica, under the sanction of the free-port acts, in the following years †.

		1784	1785	1786	1787
Shipping	{ vessels	257	206	254	256
	{ tuns	12,735	7,444	8,914	7,538
Cotton	- lb.	2,169,000	1,573,280	1,196,250	1,943,000
Indigo	- lb.	170,400	133,275	60,250	4,663
Cacao	- lb.		11,400	68,700	64,750
Dye-woods	- tuns	376	562	1,237	1,351½
Mahogany	- planks	13,147	13,214	6,006	9,993
Hides	- n°.	1,088	4,114	2,761	4,537
Horses, asses, mules	- n°.	915	973	841	861
Oxen	- n°.	59	125	112	243
Sheep	- n°.	70	415	38	98
Bread and flour	- bar.	4,925	780	220	10
Indian corn	- bushels	6,508	809	2,005	1,482
Cod dry and pickled	- quint.	948	150		
Beef and pork	- bar.				11
Butter	- firkins			11	
Rice	- tierces	905	33	325	411
Lumber { Lumber	- feet	95,597	47,000	10,500	
	{ Staves	67,800	36,000	1,000	
	{ Hoops			4,900	
	{ Shingles	711,000	303,000	191,000	6,000
Dollars	- n°.			17,400	53,850

There were also some coffee, gum-guiacum and other drugs, pitch and tar, and turtle shell.

* Report, part iv, no. 23.

‘ The lumber, rice, and other articles of provision, were imported prior to the commencement of the last free-port act, which took effect in September 1787; and it is to be observed, that these articles were imported from the River Mississippi.’

An ACCOUNT of foreign vessels and their cargoes cleared out from the free ports of Jamaica, under the sanction of the free-port acts, in the following years..*

		1784	1785	1786	1787
Shipping	{ vessels	248	291	249	194
	{ tuns	11,780	12,245	8,873	6,728
Negroes	- n°.	4,014	3,436	3,143	1,659
Bread and flour	- bar.	2,894	2,394	3,024	2,687
Beef and pork	- bar.	1,311	235	652	2,627
Fish	{ dry - quint.	272	160		80
	{ pickled - bar.	1,383	92		84
Butter	- firkins	110	128	190	2,007 $\frac{1}{2}$

From the manner of making up the accounts it was impossible to ascertain the quantity and value, or even the species, of British manufactures exported in this trade, though they were undoubtedly very considerable. We may also very well believe, that in both the kinds of trade carried on with foreign settlements, there was much more business done, than came under the cognizance of the custom-house officers.

From these accounts we find, that, however some particular islands may at times have been distressed for provisions, the British West-Indies, taken generally, had for the most part a redundancy for the supply of other countries.

The committee of council for trade added to their Report a view of the information obtained concerning the trade of other European nations to Africa, of which I shall give a very concise abstract.

The number of slaves exported by each of the European nations engaged in the trade has already been given.

The Portuguese, the first of the modern nations who found the way to the coast inhabited by the Negroes, besides the slaves carried from the west coast of Africa to Brazil estimated at about 20,000 annually, carry about 4,000 from Mozambique to their settlements in India. It appears that the slaves are collected by factors resident upon the coast, and ready for shipping, whereby their vessels are enabled to make two voyages in the year between Africa and Brazil. They carry Negro seamen, the very sight of whom, even if they cannot understand their language, is a great comfort to the slaves: and all the seamen are interested in the preservation of the slaves by means of a premium allowed for every one who arrives safe. They do not crowd their vessels now so much as formerly, and consequently carry more of their slaves alive to a market.

* *Report, part iv, no. 24.* The accounts of the free-port trade in Dominica and Granada include only the later half of the year 1787: and there is no account from New Providence in the Report.

The Dutch slave trade, which before the war employed about forty vessels, did not now employ above fifteen, the cargoes of which amounted to about 4,000 slaves. The planters of Berbice, Essequibo, and Demararary, petitioned, that the government, in consideration of the great scarcity of slaves, and for the interest of the national trade, whose prosperity 'depends on the success of agriculture in the colonies, which cannot be supported without a plentiful supply of slaves at reasonable rates,' would allow 'a free slave trade' to the vessels of all nations, the importation of Negroes at moderate prices being 'the barometer of cultivation in the colonies.' The states of Holland and West Friseland, though they did not grant a free slave trade to foreign vessels, resolved to remove all obstructions to the national slave trade, and do every thing in their power to revive it.

The French government, in order to encourage the slave trade, in the year 1784 gave a bounty of 40 livres upon every tun of the burthen ('contenance') of the vessels employed in the slave trade *, to be paid for every voyage, and moreover a premium of 60 livres for every Negro carried to Guadaloupe and Martinique, and 100 livres each for those carried to the south side of St. Domingo, to Cayenne, Tobago, and St. Lucie; and they, of course, repealed a duty of 10 livres a head, which had been imposed in the year 1767.

Though no contract was entered into with the French government for slaves, several vessels, fitted out in Britain, sailed to the ports of France, and there took in French officers and seamen, and cargoes, and proceeded to the coast of Africa, whence they carried Negroes to the French West-Indies. Besides the premiums on the tunnage of the vessels and on the slaves, they got much higher prices for the slaves than in the British colonies, and they also got freights of produce to France †. And by these advantages some of the British slave-merchants were induced to turn their trade into the French channel.

Besides the trade now mentioned, owners of French vessels made contracts with British slave-dealers for the delivery of slaves upon the coast of Africa, as the practice was before the war; and the prices they offered were little inferior to what the slaves would fetch in the British sugar islands.

British vessels loaded with slaves were at this time admitted under British colours into all the French West-India colonies, except St. Domingo, on paying a duty of six livres for every slave.

From the year 1769 till 1779 the Spanish colonies were supplied with Negroes by a *royal asiento*, under which a company of merchants in

* This bounty, by the difference of measurement, was supposed equal to 80 livres on the tun of British shipping. Mr. Edwards ascribes the calamities of St. Domingo to the vast importation of Negroes occasioned by these bounties.

† The British slave ships, it has been already observed, bring home very little produce from the West-Indies.

Spain held an exclusive privilege. The whole was under the direction of an agent-general established in the Havanna, who sent Spanish vessels in search of slaves to the foreign islands, and particularly to Jamaica, whence at least three fourths of the Negroes were supplied. The number annually imported into the Havanna was from 2,500 to 3,000; and about half that number were sent to Carthagen and Porto Bello, whence some of them were marched over land to Panama, where they were re-shipped for Peru, &c. The company had the privilege of importing three barrels of flour for every Negro; and both flour and Negroes were exempted from duty. In the year 1779, when the *asiento* expired, a general licence was granted to all Spanish subjects to carry slaves to the Havanna, either in Spanish or neutral vessels, paying a duty from 26 to 40 dollars per head according to the size, and $9\frac{1}{2}$ per cent on the money carried away. On the termination of the war the trade was restricted to Spanish vessels, and the duties lowered to 9 dollars per head, and 6 per cent on the money carried away. In the year 1784 Messieurs Baker and Dawson of Liverpool contracted with the government of Spain to supply Trinidad and the province of Caracas, with 4,000 slaves, to be picked from different cargoes, at 150 dollars per head clear of every duty. In 1786 they made another contract to supply Caracas and the Havanna with slaves, not less than 5,000 nor more than 6,000, on the same terms. Of the proceeds a small part was brought home in hides and other raw materials, and the rest in specie to the amount of near half a million of dollars annually. At one time a ministerial order was sent out to receive no female slaves; but the merchants obtained an alteration of this order, and then two thirds males, and one third females, were accepted*. In February 1788 a third contract was negotiated for not fewer than 3,000, but as many more as they could deliver, two thirds to be males, and one third females, at the prices of 200 dollars for men, 190 for women, 175 for boys, and 145 for girls. This contract, when ready for the king's signature, was put back, on the proposal for abolishing the slave trade in this country being heard of in Spain. And some Spanish merchants at Cadiz endeavoured to entice

* The order of the Spanish government for the exclusion, or disproportioned number, of women shows, that they prefer the extirpation of their slaves and replacing them by new importations, to the natural increase by propagation; that they prefer the extorted labour of indignant captive exiles to the comparatively-willing services of slaves born and bred up under their protection, whom they may have a thousand opportunities of attaching to themselves and to their country; and that, with great professions of religion, they set themselves in direct opposition to the first command of the beautiful Creator, to increase and multiply. But the Spaniards have, for at least three cen-

turies, distinguished themselves by a disregard (to call it by the mildest name) of the lives of their fellow creatures of a different race from themselves. Witness the extermination of the original inhabitants of the West-Indies. Witness the expulsion of the Moors from Spain. And thence it follows, that, with the possession of territories and advantages, which would have placed an industrious and intelligent people in the very first rank among the nations of Europe, they have sunk into the character of drivers of the slaves destined to dig the precious metals for the use of the manufacturing and trading nations.

the English captains and surgeons into their employment, that they might engage in the slave trade, in which for many years they have not had a single vessel. Messieurs Baker and Dawson, however, proceeded as if the contract had been completed, trusting to the honour of the court of Spain for fulfilling the terms of it.

About this time many of the Spaniards appear to have been very eager to get into the slave trade. In march 1788 some planters and merchants from the Havanna and Hispaniola visited Manchester and Liverpool in order to see the goods prepared for the African trade and learn their prices, and to pick up what knowledge they could by inspecting the slave ships, and inquiring into the method of conducting the trade: and they also wished to engage some commanders, surgeons, &c. experienced in the trade, to enter into their service, and sail from Cadiz. Even the Spanish government proposed to go into the trade, and fit out ships on their king's account. But, whether this plan of a royal slave trade was carried into execution or not, I have not learned.

The Philippine company of Spain obtained a privilege to supply South America with slaves. They employed an agent in England, who, it was said, engaged six ships of about 300 tuns at London, Bristol, and Liverpool, to carry slaves from the coast of Africa to Buenos Ayres, and to return to England with hides and horns. Their outward cargoes, which were laid in at the ports whence they sailed, were immediately paid for by the agent, the intention of the company being, that the money arising from the sales of the slaves should be ready at Buenos Ayres for their East-India ships to take it onboard there on their outward passage by their new route round the Cape of Good hope. These vessels sailed under British colours *.

* The committee at the conclusion of their Report inserted such accounts as they could obtain of the trade in the interior parts of Africa, which is now better known from the communications of the association for promoting the discovery of that country, and other publications of late travelers in it.

Before I take leave of the Report on the slave trade, which has furnished so much valuable information, I ought to give a brief sketch of the method of conducting a sugar plantation in the East-Indies, communicated to the committee by Mr. Botham, who was two years in the British and French West-Indies, and afterwards conducted sugar-works at Bencoolen in Sumatra. The operations of ploughing, (not digging with hoes) planting, weeding, moulding, cutting, boiling, claying, and packing for the market, are all performed by people hired for the occasion at an agreed rate for the quantity; so that the owner very nearly knows, what his sugar will cost him. By this distribution of labour, and the use of the plough in preparing the ground, and also in weeding and moulding,

sugar, and the spirit made from the skimmings and melasses, are produced of quantities superior to those of the West-Indies, and at far inferior prices, the former being sold by the planters of Java at about 18s sterling per pecul (133½ lb.) and the later about 8d a gallon. [Report, part iii, sheets 4 I, 4 K.] The superiority of the Oriental manufacture of sugar by free men over that of the West by slaves is so little known in Europe, that it has confidently been asserted to be impossible, though described, not only by Mr. Botham, but also by Mr. Fitzmaurice in a printed *Letter to the directors of the East-India company*, and Mr. Le Poivre in *Observations sur les arts en Asie, &c.* Mr. Botham's method is nearly transcribed in *Wadstrom's Essay on colonization*, p. 259.—Sir George Staunton [in his *Embassy to China*, V. iii, p. 292, second edition] describes the practice of jobbers in China with traveling sugar-works grinding and boiling the canes of many small plantations; which, however, can only be effected in a country everywhere intersected by canals, upon which the moveable sugar-works are easily transported. See also the

February—An attempt was made to reduce the interest of money in Ireland from *six* to *five* per cent ; and a bill for that purpose was carried through the house of commons, but rejected by the peers, of that kingdom.

March 19th—A general court of the proprietors of the bank of England declared the ensuing dividends upon their capital stock to be at the rate of *seven per cent* per annum : and it still continues at that rate.

April 15th—A treaty of alliance was concluded between Great Britain and the states-general of the United provinces, which, though both the contracting parties rank so high in commercial pre-eminence, contains only one article connected with commerce, whereby it is agreed, that, until the two powers should conclude a treaty of commerce, the subjects of each should be treated in the ports of the other as the most favoured nation. But it was expressly provided, that no diminution should take place in the duties on linens.

February 21st—An additional duty of sixpence per gallon was imposed on all spiritous liquors distilled in Scotland, and carried to England, by way of equalizing the duties, which are levied in different manners on the distilleries in the two united kingdoms. [28 *Geo. III.*, c. 4.]

March 10th—The parliament, thinking that the experience of five years had now proved that British vessels were competent to the supply of the West-India islands with the produce of America, enacted a permanent law, instead of the temporary regulations, hitherto generally renewed every year, whereby the importation of tobacco, pitch, tar, turpentine, hemp, flax, masts, yards, bowsprits, lumber of every kind, horses, cattle and other live stock, bread, flour, peas, beans, potatoes, wheat, rice, oats, barley, and other grain, the produce of the United states, into the West-Indies in British vessels, legally navigated, was authorized : and all other articles were prohibited on penalty of forfeiture of the vessel and cargo. Goods or produce, which may be lawfully exported from the West-Indies to any foreign country in Europe, may be carried to the United states, as may also sugar *, melassies, coffee, pimento, cocoa (chocolate nuts), and ginger ; the two later articles paying the same duty, as when carried to the British colonies in America. Both imports and exports must be only in British vessels navigated according to law. But vessels belonging to the United states, arriving in ballast at the Turk's islands, are permitted to load with salt, and no other article, on paying a duty of 2/6 per tun (payable in dollars at 5/6 per ounce) their mea-

same work, *V.* i, pp. 388, 427, for the method of refining sugar in Cochin-China by layers of the porous and humid trunk of the plantane tree, which is more cleanly, and also more effectual, than the West-India process by moistened clay. This sugar sells for about three halfpence a pound ; still cheaper than that of Java ; and the Abbé Rochon, in his *Voyage to Madagafcar, and the Indies*, says,

it is a profitable article of trade to China. Stavorinus also describes the simple process of making sugar in Bengal. [*Voyages*, *V.* i, p. 139 of *English translation*.]

* Quere. Is rum forgotten, or designedly omitted ? It constitutes by far the most important article in the exports from the West-Indies to the United states.

surement being determined by a proper officer. Neither can any other article than salt be exported from Turk's islands to any British colony in America or the West-Indies; nor can any goods be exported from them to Great Britain and Ireland, but salt and such articles as may be imported from all countries free of duty.—Such articles, as are allowed to be imported from the United States to the British West-Indies, must not be imported from any foreign West-India island; *except* in cases of distress, when the governor and council of any island may permit the importation of them in British vessels for a limited time.—No goods whatever are allowed to be imported from the United States into Nova Scotia, New Brunswick, Cape Breton, St. John's, Newfoundland, and their dependencies; *except* in cases of distress, when the governor and council of any of the provinces may allow timber and lumber, horses, cattle and other live stock, bread, potatoes, and grain of all kinds, to be imported in British vessels for a limited time. No goods are allowed to be carried by sea from the United States to the province of Quebec *upon any account whatever*.—But nothing in this act is intended to repeal the act of last year respecting the free ports of Kingston, Savanna-la-mar, &c. [c. 6.]

March 20th—Doubts having arisen, whether the East-India company were liable to bear the expense of troops sent to India, without being requested by them, the commissioners for the affairs of India (generally called the board of controul) were declared by parliament to be fully empowered to order the expense of raising, transporting, and maintaining, his Majesty's forces, not exceeding the number of 8,045 men including officers, or of the European forces of the East-India company, not exceeding 12,000 men including officers, to be defrayed out of the territorial revenues of India. The commissioners are prohibited from augmenting the salary of any person in India, or giving any gratuity, unless such augmentation or gratuity be proposed by the directors, and also submitted, together with the reasons for it, to both houses of parliament. The directors of the East-India company are required to lay before parliament an annual account of the revenues and expenditure of each of their presidencies and settlements in India, together with a statement of the debts due by them at each of them. [c. 8.]

May 8th—The variety of reels used in the manufacture of ounce threads having been productive of many frauds, all manufacturers of such threads were required to use uniform standard reels of 36 inches in circumference: to put 30 threads, or rounds of the reel, in each hank; and to make up their threads in hanks, ounces, quarter-pounds, and pounds, avoirdupois weight, every ounce in the pound containing the same number of hanks, more or fewer according to the quality. [c. 17.]

June 11th—The times, prescribed by the act, 26 Geo. III, c. 50, for the departure and arrival of *fifteen* vessels engaged in the Southern whale

fishery, and entitled to premiums according to the terms of the act, were altered to between the 1st of January and the 1st of November for the departure, and to any time before the 1st of September in the next ensuing year for the arrival. The *five* vessels, entitled to another class of premiums by the same act, were in future to sail within the time now prescribed for the fifteen, and to return before the last day of the year subsequent to that in which they sailed, but so as not to be less than fourteen months out. Additional premiums of £800, £700, and £600, were allowed to three of the twenty vessels above mentioned, which should employ four months in fishing to the westward of Cape Horn, and return on or before the 1st of December in the second year after sailing, so as not to be less than eighteen months out, with the greatest quantities of pure oil or head-matter, being not less than thirty tuns at the least.—Vessels passing the Cape of Good Hope were now permitted to go north as far as the Equinoctial, and east as far as 51° east from London: and vessels passing Cape Horn may proceed north to the Equinoctial and west to 180° west from London. They must be provided with licences, agreeable to the former act, from the East-India company and the South-sea company, and must give bond to the former that no goods shall be taken onboard, except stores and necessaries for the vessels and crews, and also submit to be searched when they call at St. Helena. Vessels of not less than 200 tuns burthen, intending to pass either of the Capes, may be armed for their defence, on obtaining a licence from the admiralty.—Foreigners, formerly employed in the whale fishery, who might be desirous of settling with their families in this kingdom for the purpose of carrying on such fishery, were allowed till the 1st of January 1790 to bring their vessels, if built before the 1st of January 1788, not exceeding forty in all, and each carrying at least twelve men accustomed to the fishery, and to have licences for using them in the whale fishery only, and to import the oil, &c. free of duty; but not to be entitled to the premiums. Such foreigners, after residing in Britain and carrying on the whale fishery for five years, become entitled, on taking the oaths of allegiance, to the privileges of British subjects, and to registers for their vessels, which thenceforth are entitled to the premiums.—For the greater encouragement to such foreigners to establish themselves in this country, each of the eleven first vessels which should arrive were permitted to import 70 tuns of oil or head-matter, the produce of marine animals caught by the crews, for which the first six were to pay no duty, the next two £5 per tun, and the remaining three £10 per tun, on the owners giving bond with security to settle themselves and their crews in Great Britain. [c. 20.]

June 11th—There was raised by a lottery this year the sum of £750,600, whereof £270,600 remained a clear profit to the public over paying the prizes. [c. 21.]

The following acts of parliament were continued for limited times, viz. Several clauses of the act 5 Geo. I, c. 11, against clandestine running of uncustomed goods, which have been frequently continued, were further continued till 29th September 1795.

The act for encouraging the cultivation of coffee was continued till 24th June 1795.

The act for punishing persons going armed in defiance of the revenue laws, continued till 29th September 1795.

The act for encouraging the manufactures of flax and cotton, continued till 1st January 1790.

So much of the act for permitting the exportation of limited quantities of wheat, &c. to the British colonies, as relates to the sugar colonies, and to the exportation from Lancaster, continued till 1st May 1789.

The permission to export tobacco-pipe clay to the British sugar colonies was continued till 24th June 1792.

The act prohibiting the exportation of tools used in the iron manufactures, continued till the end of the next session of parliament.

The act for granting bounties on certain species of British and Irish linens exported, and taking off the duties on the importation of foreign yarn made of flax, continued till 24th June 1790.

The act to prevent frauds being committed by bankrupts, continued till 1st June 1793.

Some other acts of less commercial consequence were continued at the same time. [c. 23, 24.]

The duties for supporting the light-houses, directed to be built by the act 26 Geo. III, c. 101, being found inadequate to the expense, they were raised to three halfpence per tun upon British, and three pence on foreign, vessels. [c. 25.]

In consequence of a treaty of alliance entered into with the states-general of the United provinces, all goods, the produce or manufacture of their dominions in Europe, except linens, were permitted to be imported upon the lowest duties now payable by any foreign European nation. [c. 27.]

The East-India company having presented a petition to parliament, wherein they set forth, that, in consequence of the arrears of the war, of the government's claim upon them for £500,000, of the debt incurred in China, and of the advances necessary for the China trade, they stood in need of a large sum of money, which they prayed that they might be authorized to borrow, they were accordingly empowered to borrow £1,200,000 upon bonds under their common seal*. [c. 29.]

The duties of customs and excise on wines, which are not the pro-

* The glut of India bonds, produced in virtue of this act, sunk the premium on them from 60*s* and 75*s* to 39*s*. But in two or three months they got up fully as high as before.

duce of Hungary, Germany, France, Spain or the Spanish dominions, Portugal or the Portuguese dominions, were lowered, and put on a level with the wines of France.—The excise duty payable on French glass bottles imported was transferred to the customs.—Carriages from this country being admitted in France, under the denomination of sadlery, on a duty of 15 per cent, the duty on the importation of French carriages hither was lowered from $27\frac{1}{2}$ to 15 per cent.—The duty of $5/6$ per piece, payable on the exportation of white cloths, was explained to be chargeable only on white cloths exported in an unfinished state. [c. 33.]

In order to prevent the disagreeable consequences of squabbles and contests between the British and French fishermen on the coast of Newfoundland, the king was invested with a power to give from time to time proper instructions to the governor of Newfoundland to remove all British vessels and fishing apparatus from that part of the coast assigned to the French fishermen, and to act in every respect so as to fulfill the conditions of the treaty of peace on the most liberal construction. [c. 35.]

June 25th—The custom duty on buck and deer skins, undressed, or Indian-half-dressed, was reduced to $2d$, and on elk skins to $4d$, per skin; and the excise duty on buck, deer, and elk, skins, dressed in oil, was raised to $1s$ per pound.—Printed stuffs, not comprehended in the schedule of excise duties annexed to the act 27 Geo. III, c. 13, were now subjected to the duties paid upon other printed goods.—And a great variety of regulations were enacted for securing the excise duties. [c. 37.]

A great clamour was raised by the woolen manufacturers, who alleged that no less than 13,000 packs of wool were clandestinely exported every year to the continent, and loudly cried out for more rigorous laws against the smugglers of that important raw material. On the other hand, Sir Joseph Banks the president of the royal society, and Mr. Arthur Young, well known for his extensive observations, and his writings, on agricultural and rural affairs, appeared to prove, that the average exportation for five years back had been only 1,100 packs, and since the commercial treaty with France only 480. The manufacturers prevailed: and all the existing laws against the exportation of wool were repealed to make way for a new act, whereby the exportation of live sheep (except wethers for sea stock upon special licence) was prohibited under penalty of forfeiture of the sheep and the vessel carrying them, together with $\pounds 3$ for every sheep, and also three months solitary imprisonment to be inflicted on every person concerned or assisting, for the first offence, and heavier fines and punishments for repeated transgressions. Any person concerned directly or indirectly in exporting wool, wool-fells, mortlings, shortlings, &c. or tobacco-pipe clay (except to the West-Indies), is liable to a penalty of $3s$ for every pound, or $\pounds 50$ in the whole, whichever the prosecutor shall prefer, and also to solitary imprisonment for three months for the first offence, and six months for

the second, besides forfeiture of vessels, boats, waggons, carts, horses, &c. —The act contains a multitude of restrictions upon the carriage of wool from one port to another within the kingdom, and from place to place upon the land. Nor can even the rural occupation of sheep-shearing be carried on, if within five miles of the sea, without the superintendence of a revenue officer; nor sheep or wool be carried between the main land and the islands of Scotland, or across any tide river or inlet of the sea, without bond being given, that they shall not be exported. The exportation of wool to Guernsey, Jersey, Alderney, and Sark, was limited to 6,600 tods (of 32 pounds each), to be shipped, only at Southampton, onboard vessels belonging to the islands, and under the most vigilant precautions.—The penalty on deceitful winding of wool was increased from 6*d* to 2*/* per fleece. [c. 38.]

For the encouragement of commercial intercourse between the province of Quebec and the West-Indies, vessels carrying cargoes of lumber, provisions of any kind, horses, or cattle, were permitted to import rum into the province, of value equal to that of the outward cargo, already carried, or engaged under proper security to be carried, free of any duty. For adjusting the value of the flour, bread, grain, potatoes, beef, pork, stock, lumber, &c. to be exported from Quebec, and of the rum to be imported, a schedule is annexed to the act. [c. 39.]

A very copious set of new duties and new regulations was enacted for the distillers in both the united kingdoms, and for the carriage of spiritous liquors from the one to the other. [c. 46.] But such regulations are so complex, and so short-lived, that to give any detail of them would only be wasting time in writing what no one will bestow time to read.

A number of coal-buyers having ‘formed themselves into a society, and held private meetings at the coal-exchange in the city of London, professing to make regulations for the purpose of carrying on the trade in coals, which regulations have a tendency to prevent the said trade from being free and open,’ any such association, consisting of more than five persons, was declared by parliament to be liable to the punishments due to combinations*. [c. 53.]

Parliament adopted the measure of a temporary act for regulating the transportation of Negroes from Africa to the West-Indies. The vessels were permitted to carry only five slaves for every three tuns of their registered burthen as far as 201 tuns, and one for every tun beyond that burthen; or to carry male slaves above 4 feet 4 inches in height in the proportion of one for every tun as far as 201 tuns, and

* This act does not prohibit the combination of the coal-factors, a less numerous body than the buyers, and consequently more capable of combin-

ing against the public. Mr. Hawkes, a coal-buyer, stated the number of factors to be only 12 or 14. [*Report on the coal trade*, 1800, p. 67.]

three for every five tons above that burthen *. Five slaves, measuring under 4 feet 4 inches, were allowed to be packed in the room allotted for four of a larger growth.—The whole of the tweendecks must be allotted for the slaves, and also the upper cabin.—On his arrival at the port of discharge in the West-Indies the commander is required to declare upon oath the burthen of his vessel, and the number of slaves on-board, before the chief officer of the customs, who is to order the vessel to be searched, and an account to be taken of the slaves.—Every vessel fitted out for a slaving voyage must be entered for it at clearing out, and must carry a surgeon regularly bred (as must appear by his certificate), who is to give bond, that he will keep a journal of the slaves shipped, and of the deaths of the slaves and of the crew, which he is to deliver to the revenue officer at the port of discharge, who is to return him a duplicate of it, and to send copies of it to the commissioners of the customs in London. As an inducement to the commander and the surgeon to be careful of the lives of the Negroes in their charge, the parliament directed premiums of £100 to the former and £50 to the latter, to be paid on producing certificates from the chief officer at the port of discharge, that the mortality of the Negroes previous to their arrival does not exceed two per cent, and half those sums, if the mortality does not exceed three per cent †.—On the supposition, that some cases might occur, wherein it would be equitable that compensation should be made to individuals for the losses they might sustain in consequence of the regulations, Messieurs Brook Watson, Samuel Beachcroft, and William Roe, were appointed commissioners for examining and reporting to parliament such losses sustained by any person, who should apply to them before the 1st of September 1788. [c. 54.]

For the protection of the property of manufacturers in the hosiery branch, the retention, or fraudulent sales, of their frames by their journeymen, and the destruction of them, or any mills or other machinery, or of any hosiery work in the frames, were made punishable by fine, imprisonment, and transportation. [c. 55.]

* According to these rules the following should be the cargoes of two vessels of 300 and 301 tons.

			Slaves				Slaves
201 tons at 5 for every three tons	-		335	201 tons at 1 for every ton	-		201
99	1 for every ton	-	99	100	3 for every 5 tons	-	60
<hr/>				<hr/>			
300 tons to carry	-		434	301 tons to carry full-grown slaves	-		261

But in reality the tunnage, which depends in a great measure on the depth of the hold, has very little concern with the quantity of air contained between the decks, the only part of the vessel in which the cargo of slaves is stowed.

† The mortality in the harbour, after the arrival, but before the delivery, is not taken into the account, and that alone appears to be *four and five eighths* per cent: (See the note in p. 146) and means are fallen upon to elude the intention of this bounty almost entirely by calling at St. Vincents or some other of the Windward islands, and taking up certificates of the state of the cargo of Negroes,

whereby the mortality in the later part of the passage down to the island where the sale is made, is kept out of sight: and it is in the later part of the passage, especially if it is a tedious one, that the deaths are most frequent. [See Sir William Young's *Tour in the West Indies*, in *Edwards's Hist. of the West Indies*, V. iii, p. 253, 8vo. ed.]

The act [25 *Geo. III*, c. 44] against blank insurances not proving sufficient to prevent many mischiefs and inconveniencies, it was now enacted, that every policy upon any vessel or goods should contain the names of the persons interested as consigners or consignees, or of the persons giving orders to make the insurance. [c. 56.]

The lord provost and magistrates of Edinburgh were empowered to borrow money for enlarging, deepening, and otherways improving, their harbour of Leith, making a new basin, quay, &c. and improving the roads to the harbour *. [c. 58.]

In consequence of this act the bridge at the head of the harbour was pulled down; and instead of it there was erected a new one with a draw-bridge in the middle; which permits small vessels to go near a quarter of a mile farther up the river, whereby room is made in the deeper part of the harbour for the larger vessels.

The act for improving the harbour of Whitehaven; and the roads leading to it, was continued. [c. 61.]

Three acts were also passed for regulating the shipping, trade, wharfs, quays, &c. and improving the police, of the commercial city of Bristol. [cc. 65, 66, 67.]

Mr. Granville Sharp, the generous and philanthropic friend of the Africans, chartered a vessel to carry out fifty of them to the settlement of free Negroes, established at Sierra Leona in the preceding year, and supplied them with provisions, tools, arms, and a sum of money to buy live stock upon the coast †. His benevolence was disappointed, partly by the worthlessness of some of the objects of it, eleven of whom deserted before the vessel sailed, and partly by the cruel avarice of the master of the vessel. But, before they arrived at Sierra Leona, the colony was almost entirely deserted; and even the few white people settled in it had migrated to the slave factories.

July 25th—In consequence of the complaints made by the merchants trading between the dominions of the East-India company and those of

* In the beginning of the year 1771 Mr. Thomas Catanach, who had spent most of his life in Holland, made a visit to Edinburgh, his native city, and carried with him a model, neatly executed in mahogany and brass, for enlarging and improving the harbour of Leith by means of a draw-bridge, and for keeping the vessels afloat, and scouring out, or deepening, the harbour and the bar by means of gates. But, when he presented his model and plan, the effect of his *amor patriæ*, to the magistrates of Edinburgh, he was civilly told, that, though they greatly approved of his plan, they could not undertake the execution of it. He also planned a harbour for small craft in the boggy valley between the old and the new town, where there had been for several ages a dirty stagnant pond. But it appears that Edinburgh was not

then ripe for conceiving the utility of such improvements. In the year 1786 the want of such a scouring power, as was recommended by Mr. Catanach, was unfortunately experienced by many vessels getting aground on the bar, which was then raised higher than usual by a continuation of easterly winds.—I find the want of the scouring power, and the easy acquisition, as also the neglect, of it at Ayr and Leith have likewise been observed by Mr. Gray of Gerard street, London, in his *Reflections intended to promote the success of the Scotch fishing company*.

† This outfit cost above £900, of which government furnished £200, and a friend of Mr. Sharp's 150 guineas, all the rest being out of Mr. Sharp's own pocket.

the nabob of Oude, of losses and hardships proceeding from the heavy duties and the mode of collecting them, a treaty was concluded between Earl Cornwallis, governor-general of India, and the nabob, whereby it was agreed, that all duties should be paid agreeable to the tenor of custom-house passes, certifying the quantity or value, which should be given to all persons conveying goods from the one territory to the other. The rates of duties on the various species of goods were condescended upon: and penalties of double duties were denounced against merchants attempting to evade payment, and much more rigorous penalties against revenue officers guilty of oppression.

September—Captain Read, the commander of an American ship in the East-India trade, arrived at Philadelphia from a voyage to China, wherein he had performed the outward passage by stretching from the Cape of Good Hope to the south part of New Holland*, and along the east side of that vast island. The officers of the European ships at Canton were much surprised to see a ship arrive in December, and expressed great satisfaction, when he showed them the track of his new route.

About the same time a silver mine was discovered near Esopus in the state of New York, and another at Conway in Massachusetts bay.

It is worthy of observation that orders were sent from Paris to Mr. Wilkinson, a gentleman of great eminence in the iron manufacture, for iron pipes to the extent of no less than *forty miles*, to be used in supplying that capital with water.

The knowledge of the furs of the sea-otter, and of the great profits to be made by them, obtained by means of Captain Cook's last voyage, excited a spirit for sending vessels to the north-west coast of America, the country where those pretious furs are to be found. In the year 1781 Mr. Bolts, whom I have already had occasion to mention as the conductor of an Austrian project of colonization on the east coast of Africa, fitted out the Cobenzel, an armed ship of 700 tons, for that trade, to sail from Trieste under Imperial colours. This capital ship was to be accompanied by a tender, and to carry out men of eminence in every department of science: and the favour of the various maritime powers of Europe was promised to the navigators, who were to engage in a voyage of scientific, as well as commercial, pursuits. But the expedition, so promising in every respect, except perhaps in the too great size of the ship, was frustrated by means of some interested manœuvres at the court of Vienna.

After this abortive attempt, the first vessel, that actually accomplished a voyage in that trade, was a small brig, fitted out from Canton by the

* The land, which was then called the south part of New Holland, is now (1800) known to be a considerable island with a roomy channel be-

tween it and the main land, which, from the name of the gentleman who surveyed it, is called Bassé's Straits.

British merchants settled there in the year 1785 under the command of Captain Hanna *, whose success encouraged the gentlemen concerned to fit him out again with a larger vessel: but the proceeds of this more expensive undertaking were inferior to that of the preceding one. These attempts, however, excited the emulation of other British merchants in Bengal and Bombay, from each of which two ships were this year dispatched on the fur trade: and even the Portuguese in India were roused from their slumber of two centuries to attempt a participation of this lucrative traffic.

It was also in 1785 that Mr. Etches and some other merchants in London formed themselves into a partnership, under the name of the *St. George's found company*, for carrying on a fur trade from the north-west coast of America to China, and sent out their two first vessels under the command of Captain Portlock and Captain Dixon, having procured licences from the South-sea company, and the East-India company, who engaged to freight their vessels homeward from China. Both these commanders had circumnavigated the globe under the immortal Cook, and they now again made the circuit of it in this commercial undertaking.

From the account of the voyage published by Captain Dixon we have the following summary of the proceeds of the furs, procured in the several voyages in that trade, at Canton in China down to the year 1788.

Years.	Vessels.	Commanders.	Furs.	Amount in Spanish dollars.
1786	Brig - -	Hanna	560 - - -	20,600
1787	Ship Boussole - -	De la Perouse	} 600 - - -	† 10,000
	Ship Astrolabe - -	De Langle		
	Snow Sea-otter - -	Hanna	100 at 50 dollars and 300 pieces	8,000
	Snow Captain Cook - -	Lorie	} 604 - - -	24,000
	Snow Experiment - -	Guise		
	Ship King George - -	Portlock	} 2,552 and other furs - - -	† 54,875
	Snow Queen Charlotte - -	Dixon		
	Snow Nootka - -	Meares §	267 from 5 to 70 dollars } 50 prime at 91 } and sundry other furs }	14,242
1788	Ship Imperial eagle	Berkley	500 valued at - - -	30,000
	and there were sent from California by the Spanish priests ||		1,700 { not sold when Portlock and Dixon left China.	

* So it is stated in the introductory part of Portlock and Dixon's voyage; but I observe, that the New annual register for 1785 says, that Captain Richardson in the *Bellona* had failed in the year 1784 on a voyage to Malacca and China, whence he was to proceed to the coast of America in pursuance of the plan proposed by Captain King in his last voyage with Captain Cook.

† The account of furs belonging to these two French ships, erroneously stated by Dixon, is corrected from Perouse himself. They were left at Macao to be sold, not, as Captain Dixon supposed, for account of the two captains, but for the benefit of the whole crews of the two frigates. Mr. De la Perouse observes, that the price was now reduced to a tenth of what it was, when Messieurs Gore and King brought the first speci-

mens of the article to China. [*Perouse's Voyage*, V. i, pp. 495, 517 of *English translation*, 1799.]

‡ Captain Portlock, in the conclusion of his account of the voyage, says, that the skins sold so low in consequence of the sales being, by agreement at home, put into the hands of the East-India company's supercargoes, whereby they averaged less than 20 dollars each, though prime skins sold from 80 to 90 dollars, when they arrived at Canton.

§ Some farther account will be given of Captain Meares's voyage.

|| In September 1786, when Mr. De la Perouse was at Monterey in California, an agent, or commissioner, was preparing to set out for China, in order to settle a treaty or correspondence respecting the trade in sea-otter furs.

The Russians have also engaged in this trade, in which they have advantages over all other European adventurers: but they never carry their furs to Canton, and the quantity is unknown.

From the above account it appears, that, though the value at Canton, the only market to all nations except the Russians, be very high, when compared with the cost of the articles given in exchange for the furs to the American Indians, yet the whole amount of the sales is scarcely adequate to the expense of the outfits, especially from Britain, and that it will probably never be any great object to individuals, and far less a great national object.

Some further account of this trade, and of the quarrel it almost engaged us in with the court of Spain, with the subsequent negotiations, will be given hereafter.

About this time a number of new experiments were made upon the materials and the construction of vessels, both for inland and ocean navigation. In the preceding year Mr. Wilkinson, the proprietor of a very extensive iron work, constructed a barge for the Birmingham canal navigation of 70 feet long and 6 feet $8\frac{1}{2}$ inches wide, of iron plates, which could swim in 8 or 9 inches of water, and carry 32 tons of goods: and this year a similar barge was constructed at Shrewsbury. A vessel with a bottom entirely of copper, without any plank, was built last year, and another of the same metal in the year 1789. At Leith a vessel was built with two bottoms; or rather two very narrow vessels were joined together by the beams of the lower and upper decks. She had five masts, and was furnished with five wheels, under the lower deck and between the two bottoms, which were intended to make way in a calm, or against the wind; and it was expected, that the double hold she had of the water would enable her to carry an extraordinary quantity of canvas with very little heeling. But in a passage, which she made to Petersburg, the two bottoms were found to act as levers against each other, not merely in keeping her stiff (or upright), but also in straining the whole frame, whereby she was so much injured, that nobody cared to venture home in her, and she was left in Russia*.

* A slight sketch of this double ship may be seen in the Gentleman's magazine, 1788, p. 1069.

By desire of the committee of the privy council for trade, the inspector-general of imports and exports laid before them

*A comparative view of the produce imported into Great Britain from the British West-India islands and settlements in the years 1787 and 1788 *.*

Imports in 1787 from	Sugar, cwt.	Rum, gal.	Cotton, lb.	Coffee, cwt.	Ginger, cwt.	Miscellaneous, value, £ sterling.	Total value of imports from each colony, £ sterling.
Jamaica	824,706	1,890,540	1,899,987	3,707	3,554	195,164	1,585,667
Tortola	78,749	517	287,577	1		12,284	130,152
Anguilla	2,130	106	109,407			231	6,701
S ^t . Christophers	231,398	78,299	484,640	86		12,169	352,192
Nevis	72,475	2,884	22,486			1,418	102,038
Montserrat	35,850	1,522	69,486			260	51,924
Antigua	254,575	128,936	131,010			6,907	374,097
Dominica	58,665	1,492	961,066	17,388	161	12,769	246,375
S ^t . Vincents	64,449	15,766	760,380	632		2,931	122,736
Grenada	172,880	102,590	2,030,177	8,550	6	14,804	394,265
Barbados	130,242	28,689	2,640,725		5,437	4,701	288,327
Bay of Honduras			200			79,761	79,767
Musquito shore . .						15,206	15,206
Totals in 1787 †	1,926,121	2,251,343	9,397,141	30,365	9,159	358,606	3,749,447
Imports in 1788 from							
Jamaica	1,124,017	2,917,797	3,500,272	6,917	3,893	178,363	2,141,284
Tortola	84,514	1,484	125,937			12,260	132,920
Anguilla	3,728	107				1,267	6,402
S ^t . Christophers	187,379	171,658	296,362			6,924	288,989
Nevis	30,050	13,348	23,114			1,715	44,893
Montserrat	25,113	13,451	138,617			209	40,336
Antigua	181,813	246,800	153,363			10,027	287,944
Dominica	47,610	5,424	970,362	14,998	174	10,422	212,777
S ^t . Vincents	76,635	18,098	1,172,483	784	53	1,992	152,385
Grenada	193,783	229,577	2,875,043	9,584	4	13,042	471,211
Barbados	110,955	28,697	2,362,829		5,523	10,681	255,316
Bay of Honduras						217,582	217,582
Musquito shore						1,838	1,838
Totals in 1788	2,065,700	3,646,442	11,618,382	32,283	9,647	466,322	4,253,879

The value is here rated at custom-house valuation. The real selling prices are considerably higher.

A navigable communication was made between Donnington-wood canal and the River Severn in Shropshire. The chief reason of mentioning it, is that the barges on it are raised to 455 feet of perpendicular ascent, not by a great number of locks, but by means of three inclined planes, whereof

the upper one has 122 feet of ascent with 960 feet in length,

the middle one 126 1758,

and the lower one 207 900.

Upon these planes the vessels are towed up by the power of fire engines: and this method is found more economical than the elevation by locks.

* This account was added to the Report upon the slave trade, part iv, n^o. 26, after the other accounts were printed off.

† Some trifling differences may be found be-

tween the totals and the particulars, which proceed from the odd pounds, &c. in the quantities, and the shillings and pence in the valuations, being omitted in this extract.

The following is a continuation of the view of the shipping employed in the Greenland whale fishery, and of the sums expended in bounties for the encouragement of it after the year 1770. (See V. iii, p. 511).

From ENGLAND.				Years.	From SCOTLAND.				
Vessels.	Tuns	Bounty paid.			Vessels	Tuns.	Bounty paid.		
50	14,700	£27,891	7 6	Bounty at 10s. per tun.	1771	9	2,797	£5,595	0 0
50	15,378	29,089	12 11		1772	9	2,797	5,595	0 0
55	16,712	31,231	13 9		1773	10	3,016	6,033	0 0
65	19,770	37,863	2 6		1774	9	2,773	5,547	0 0
95	29,131	54,978	13 10		1775	9	2,773	4,503	0 0*
91	27,047	52,028	3 1		1776	7	2,251	4 503	0 0
77	21,917	30,912	5 3		1777	7	2,251	2 880	15 0
71	20,291	29,280	8 4		1778	5	1,587	1,923	15 0
59	16,907	25,294	16 1		1779	3	957	1,435	15 0
52	14,900	21,584	12 4		1780	4	1,282	1,923	15 0
34	9,859	14,379	12 4	30s.	1781	5	1,459	2,189	5 0
38	11,122	21,156	2 2		1782	6	1,764	2,190	0 0
47	14,268	27,017	12 6		1783	4	1,095	2 190	0 0
89	27,224	53,162	2 1		1784	7	2,047	4,094	10 0
136	41,741	84,122	6 2		1785	13	3,865	7,729	16 0
162	49,426	101,996	9 6		1786	23	6,997	13,993	19 4
219	64,280	95,038	17 1		1787	31	9 057	13,454	19 6
216	63,399	93,768	0 9		1788	31	8,910	13,230	3 6

War appears to have had a considerable effect in diminishing the number of the British whale-fishing vessels. But the whale fishery of the Dutch, when they are at war with Great Britain, is *totally suspended*, or carried on under neutral flags.

The following view of the progress of the Southern whale fishery of England from its commencement shows the number and tonnage of the vessels employed, the quantity of oil, &c. produced by it, and also the bounties paid for the encouragement of it. Till the year 1781 all the vessels belonged to London. No vessels have ever been fitted out from Scotland for this fishery.

Years.	Vessels.	Tuns.	Bounty paid.	Sperma-ceti oil,			Whale fins,			Seal skins,
				tuns.	hhd.	gal.	cwt.	qr.	lb.	number.
1776	12	1,977		50	0	0	15	0	0	
1777	13	2,103	£2,400 0 0	314	0	0	160	0	0	
1778	19	3,038	1,500 0 0							
1779	4	467	500 0 0	400	0	0	120	0	0	
1780	7	771	2,000 0 0	98	0	0				
1781	6	757	1,400 0 0	315	0	0	7	0	0	
1782	6	910	1,400 0 0	71	0	0				
1783	9	1,040		162	0	0				
1784	6	4,070	3,600 0 0	4,680	0	0	56	0	0	
1785	11	1,890	1,700 0 0	626	3	41	37	1	11	
1786	0	0	2,400 0 0	1,113	0	7	357	2	0	772
1787	28	5,639	5,500 0 0	2,184	1	25	1,389	1	38	14,280
1788	42	8,637	3,900 0 0	3,270	1	33	1,846	3	2	64,256

* In this and some of the following years the bounty on the Scottish vessels does not correspond with the tonnage: and the reason is, that some of the vessels were lost in the Greenland seas, one was taken, and one forfeited the bounty by not sailing

in due time. Also vessels above 300 tons, which were not employed in the Greenland fishery before December 1786, thenceforth received bounty only for 300.

The vessels employed in these two branches of the whale fishery, and the official value of their acquisitions, after this year will be found in the annual general accounts of shipping and imports.

The following is an account of the vessels belonging to the British dominions *, with their *registered* tunnage, and usual number of men, on the 30th of September 1788.

	Vessels.	Tuns.	Men.
England - - -	9,358	1,055,299	79,859
Scotland - - -	1,864	149,185	13,236
Ireland - - -	1,016	60,777	6,055
Colonies - - -	1,368	84,426	7,442
Guernsey, Jersey, &c. -	158	11,641	1,073
Mann - - -	63	2,160	260
	13,827	1,363,488	107,925
Of these there were	27	3,736	employed by government,
so that	13,800	1,359,752	were the real quantity of

shipping employed in the commerce of the British empire.

There were entered this year in all the ports of Great Britain, from and to foreign countries, including repeated voyages,

	British		Foreign		Total	
	Vessels.	Tuns.	Vessels.	Tuns.	Vessels.	Tuns.
Inward - - -	11,121	1,328,041	1,830	230,131	12,951	1,558,172
Outward - - -	12,936	1,411,689	969	128,997	13,905	1,540,686

The net revenue of the customs, including the West-India four-and-a-half-per-cent duty, paid into the exchequer in the course of this year, was

from the custom-house in London - - -	£3,720,770	5	3
and from the custom-house in Edinburgh - - -	60,000	0	0
Total net revenue of the customs of Great Britain - - -	£3,780,770	5	3

There were coined at the mint, in the course of the year,
 78,420 pounds of gold, value - - - £3,664,174 10 0
 and no silver.

* The vessels belonging to British subjects in India are not included in this account, and they are not permitted, unless under particular circumstances and with express licences, to come on this side of the Cape of Good Hope; though, in the words of a great statesman, 'the British territories in India are under the sovereignty of Great Britain, and the ships built there are equally entitled to all the privileges of British-built shipping with those built in the West-Indies or Canada, or any other foreign dependencies of the empire.' [Mr. Dundas's Letter to a committee of the shipbuilders, 1st July 1797.]

The official value of the imports and exports of Great Britain during the year 1788 was as follows.

Countries, &c.	Imported into				Exported from			
	ENGLAND.		SCOTLAND.		ENGLAND.		SCOTLAND.	
	British merchandize.	Foreign merchandize.	British merchandize.	Foreign merchandize.	British merchandize.	Foreign merchandize.	British merchandize.	Foreign merchandize.
Denmark, &c.	102,661	11 10	24,593	18 4	112,638	9 8	134,296	18 2
Russia	1,629,975	4 11	286,546	3 3	244,648	9 7	83,972	11 0
Sweden	221,110	13 7	37,421	19 7	38,636	0 0	20,527	8 1
Poland and Prussia	399,634	9 4	63,308	16 0	80,773	10 7	61,814	19 11
Germany	426,136	0 6	22,727	4 1	683,387	4 7	738,449	4 1
Holland	264,912	11 0	121,687	7 7	664,136	8 9	419,702	17 4
Flanders	100,346	15 0	1,843	5 6	408,419	19 5	453,524	11 3
France	436,635	3 9	16,351	0 1	881,513	10 0	363,508	13 11
Portugal	582,325	13 5	26,401	7 0	650,878	16 1	37,671	10 2
Madeira	7,320	4 8	1,159	0 8	26,079	14 7	5,221	12 6
Spain	778,865	15 1	17,868	8 10	605,530	3 10	59,338	14 2
Canaries	14,113	10 0	4 13	5	6,860	3 6	145 18	2
Straits	1,632	14 2			254,539	15 7	253 10	0
Gibraltar	4,140	4 10			44,301	4 7	36,554	4 0
Italy	599,766	0 10	9,937	6 6	589,307	7 10	128,765	6 5
Venice	53,637	18 0			7,985	2 10	6,725	10 11
Turkey	183,335	9 2			26,522	17 0	21,315	3 4
Ireland	1,862,426	13 5	322,537	2 3	1,245,360	1 10	851,470	12 11
Mann	19,087	8 6	1,199	4 10	15,581	7 9	15,920	0 9
Guernsey, &c.	39,948	18 8	230	15 1	62,955	13 1	14,469	11 7
Greenland	137,305	0 2	23,304	16 0	30 0	0 0	2,397	7 6
United states	883,618	10 11	140,171	2 1	1,533,126	13 4	176,801	8 5
British colonies	246,021	4 6	3,479	9 11	636,545	16 3	199,393	6 4
British	3,705,940	17 10	347,213	10 5	1,243,818	2 9	198,641	1 11
Foreign	306,549	8 10	8,129	1 9	24,685	17 1	2,834	13 10
Asia	3,453,897	3 5			1,354,486	2 3	76,147	1 1
Africa	90,069	3 3			499,609	3 1	235,837	18 9
Totals.	16,551,034	7 7	1,476,115	13 8	11,937,357	15 10	4,345,801	16 6
							16,283,159	12 4
							787,362	1 11
							401,716	14 0
							£12,724,719	17 9
							£4,747,518	10 6
							£17,472,238	8 3

Summary.

Imports of { England Scotland	Exports of { England Scotland	Foreign merchandize.		Total.
		British merchandize.	Foreign merchandize.	
£16,551,034	£16,551,034	£11,937,357	£4,345,801	£16,283,159
1,476,115	1,476,115	787,362	401,716	1,189,078
Totals	£18,027,170	£12,724,719	£4,747,518	£17,472,238

1789—Hitherto the tea, purchased for our East-India company at Canton in China, was chiefly paid for in silver, carried from this country or from Bengal; while the Dutch made a very profitable trade of carrying tin to the same port from their settlement of Palambang on the east side of Sumatra*. The directors of our East-India company now resolved to participate with the Dutch in the sale of an article, which was the chief staple of the very first commerce of the British islands: and in about a year from the commencement of this new trade 2,000 tuns of tin, valued at £120,000, were shipped by them for China†.

The illwill engendered by the American war was now turned into friendship and harmony between Great Britain and the American states, the influence of which extended to the most distant British possessions. Earl Cornwallis, governor-general of India, about the beginning of this year, or the end of the last, gave orders, that American vessels should be treated at the company's settlements in all respects as the most favoured foreigners. The ship *Cheffapeak*, the first American that was allowed to trade, or to show her colours, in the River Ganges, was moreover favoured by the supreme council of Bengal with an exemption from the government customs, which all foreign vessels are bound to pay.

The art of multiplying and perpetuating the productions of the pencil by prints from engraved copper-plates, 'the most secure depository for after ages,' as Sir Robert Strange very justly observes, 'of whatever is truly great, elegant, or beautiful,' was long confined to the continent, and flourished chiefly in France and the Netherlands. Mr. Anderson, after quoting Guicciardini's account of the flourishing state of the arts and manufactures in the Netherlands about the year 1410, adds, that France still possesses a pre-eminence in the art of engraving. And indeed, when Anderson wrote, the business of the principal dealers in prints in this country was to procure prints from the continent, not only for the collections of men of taste, but even for ornamental furniture, our native productions for the later being chiefly mezzotints, which, with a few exceptions, were of a very inferior degree of merit. But in the few years, which have elapsed since Anderson finished his work, a change has been produced in the state of the art of engraving, which renders it an object of commercial history.

The first successful efforts to raise British engravings to well-merited fame were made by Sir Robert Strange, whose works, chiefly copied

* The Dutch at Palambang receive the tin from Banca, a considerable island adjacent to that settlement. According to Raynal they get annually 1,500,000 lb. of it from that island. [*Hist. phil. et pol.* V. i, p. 273, ed. 1782.] It is probable that the competition of our company has lessened the demand.

† This was apparently the revival of an old branch of trade. In a publication of the year 1677, quoted by Mr. Anderson, we find that tin then formed a part of the company's exports. The reader may recollect, that in antient times the Egyptian-Greek subjects of Rome carried tin (most probably British) from Egypt to Arabia and India.

from those of the most illustrious painters of Italy, are universally known and admired *. But his meritorious exertions were confined to the labours of his own hands: and several years elapsed, before the productions of our engravers came to be in general estimation, either at home or in foreign countries. It was reserved for the spirit and persevering zeal of Alderman Boydell to turn the balance of chalcographic fame, and of the consequent commercial advantages, in favour of Great Britain.

That gentleman, who began business as an importer of foreign prints, chiefly from France, made it the great object of his unceasing endeavours to call into action, and into view, the talents of the most promising painters and engravers of this country; in short, to create a BRITISH SCHOOL OF HISTORICAL PAINTING, and a BRITISH SCHOOL OF ENGRAVING. His patriotic zeal and attention, and his liberal patronage of rising genius, have been crowned with the deserved success: and he has had the satisfaction to see British artists elevated from humiliating inferiority to acknowledged superiority over the rival artists of the continent, and British prints sought for in every part of the globe enlivened by any rays of taste and science †. With respect to the trade with foreign nations in the article of prints, the imports, which used to be considerable, are now so small, and the exports so great, that the value of the later is estimated to be to that of the former as five hundred to one; a circumstance, which, if we consider fine prints merely as a manufacture, is of considerable importance in a commercial view. And consequences vastly more important may be expected to flow from it: for if a country so far abounds with the works of art as to attract the visits of foreigners, the money expended by them during their residence becomes the smallest part of the national advantages derived from such visits: they acquire a taste for the manufactures, and carry home to their own countries the choicest specimens of them, whereby they acquire more extensive celebrity, and consequently a greater sale, than they could otherwise have had. But, independent of every consideration of profit, the honour conferred upon the country by so remarkable a reflux in the business of fine prints must give real pleasure to every well-wisher to the prosperity of Great Britain.

Mr. Boydell, having published several capital prints, and collections

* In the year 1761 Mr. Strange's own merit procured him the interest of Prince Rezzonico, who prevailed on his uncle, the pope, to permit him to erect scaffolding in order to copy the paintings of Rafael, though an edict was then in force against the erection of any scaffolding. By the sight of his works he also surmounted similar obstructions to the progress of his studies at Naples. And both the pope and the king of Naples assigned handsome apartments in their own palaces to our British artist.

† As one article makes way for another, it is worthy of observation, that the gentlemen of the embassy to China in the year 1792 found the shops in Rio Janiero filled with British manufactures, among which even the caricature prints, which here live but a few days, were exposed for sale along with other British prints of more value. [*Staunton's Embassy to China*, V. i, p. 177.]

of prints, with increasing satisfaction, honour, and advantage, to himself and the artists, and being desirous of obviating a reflection of foreigners, that the talents of our best artists were entirely thrown away upon portraits, conceived the great design of erecting a gallery for the deposit of a magnificent collection of historical pictures, the subjects of which should be taken from the principal scenes of Shakspeare, to be painted by the first artists of the kingdom. It is worthy of remark, that these pictures are entirely free from that uniformity which marks the works of the Roman, the Venetian, or the Flemish, schools, every one of the painters having chosen his own distinct road to fame*. And it is no small satisfaction to be able to say, that the assemblage of paintings, already executed in pursuance of this plan, has been pronounced by connoisseurs not inferior to many of the celebrated collections of Italy.

Connected with this temple, dedicated to the memory of the great father of the English theatre, was Mr. Boydell's plan of publishing, in conjunction with his nephew Mr. Josiah Boydell and Mr. Nicol his majesty's bookfeller, an edition of Shakspeare, which should combine the utmost possible excellence of the paper-maker's, the letter-founder's, and the printer's, arts with the most perfect specimens of historical engraving comprised in an appropriate set of prints, executed by the most eminent engravers; a monument to the honour of the immortal bard, capable of conveying his fame, together with that of the undertakers, of the several artists, and of the British nation, to the remotest corners of the habitable earth.

Thus have a few private individuals in this commercial nation, relying on the well-merited support of the public, accomplished, in comparatively a few years, what in other countries has only been effected by the continued munificence of successive sovereign princes commanding the treasures of their dominions.

May 19th—The tax imposed upon shops by the act 25 *Geo. III, c. 30*, against which the shopkeepers had never ceased to remonstrate, and for the repeal of which Mr. Fox had regularly made an annual motion, was now totally repealed. [*29 Geo. III, c. 9.*]

The king was empowered to permit, by an order in council, the importation of bread, flour, Indian corn, and live stock, in British vessels from the United States for the supply of the province of Quebec, and the countries adjacent to the Gulf of St. Laurence, in times of scarcity, notwithstanding the absolute prohibition respecting the province of Quebec in the act (*c. 6*) of last session †. [*c. 16.*]

* This remark was made by the late Sir Joshua Reynolds.

† Such was the scarcity in Quebec, that Lord Dorchester, the governor, was under the necessity

of permitting the importation of corn, bread, &c. from the United States by his own authority. [*See Act 30 Geo. III, c. 1.*]

The act, 27 *Geo. III*, c. 38, for vesting the exclusive sale of new patterns of printed linens, calicoes, &c. in the proprietors for a limited time, was continued in force till 1st July 1794. [c. 19.]

June 24th—A number of gentlemen having formed themselves into a society for the promotion of the fisheries under the name of the Northumberland fishery society, they were now incorporated, and empowered to subscribe a capital joint stock, with the usual privileges. [c. 25.]

July 13th—There was raised by a lottery this year the sum of £771,562 : 10 : 0, whereof £271,562 : 10 : 0 became a clear profit to the public over paying the prizes. [c. 33.]

The sum of £187,000 was also raised for the public service upon the sale of terminable annuities of £7 : 9 : 9 for every £100 subscribed, to continue for $18\frac{3}{4}$ years after the 10th of October 1789. [c. 37.]

Another sum of £1,002,500 was raised for the public service by way of tontine, every subscriber to which, for the sum of £100 : 5 : 0, was to be entitled to an annuity upon the life of his nominee at a rate, proportioned to the age of the person, of from £4 : 3 : 0 to £5 : 12 : 0, with benefit of increase arising from survivorship, till the annuity upon the original share should amount to £1,000 a-year, the excess then falling in to the public. [c. 41.]

The gentlemen, who contracted with government for the whole of the tontine, not being able to get it disposed of in time, an option was afterwards given to the subscribers to convert it into terminable annuities for sixty-nine years.

The powers, given to the magistrates of the thriving port of Greenock by the act 13 *Geo. III*, c. 28, for the purposes of enlarging and improving the harbour, and amending the police of the town, were altered and enlarged. [c. 43.]

Doubts having arisen, whether the several acts, which inflicted the punishment of death on such as wilfully burn or destroy ships; or woolen, silk, linen, or cotton, goods in the looms, &c; or the tools and machines used in the fabrication of them, extended to Scotland, it was declared by act of parliament, that the perpetrators of such crimes were equally liable to be punished with death in either of the united kingdoms. [c. 46.]

The commissioners, appointed, by the act 26 *Geo. III*, c. 101, for erecting four light-houses on various parts of the north coast, having completed them; and the one at the place called the Merchants on the south-west point of Kentire, though very useful to vessels coming from the west, being found to be of no service to those approaching the Firth of Clyde from the south, they were now directed to build a light-house, either upon the south end of the island of Arran, or upon the adjacent small island of Plada, as should be found most convenient. They were also empowered to erect other light-houses, where necessary on the Scot-

tish coasts, when the funds arising from the duties, already imposed upon vessels, shall enable them to defray the expenses. [c. 52.]

A new set of regulations for the fisheries was enacted. The liberty of drying fish upon the coast of Newfoundland was restricted to vessels sailing from the British dominions in Europe.—Vessels employed in the whale fishery in the Greenland seas and Davis's straits, and sailing on or before the 10th of April, are declared capable of receiving the bounty, though they do not remain in those seas longer than sixteen weeks after the day of their sailing from the ports at which they cleared out, and though they may not have obtained the quantity of oil, &c. required by the former act.—The three vessels entitled to premiums by the act, c. 20 of last session, for fishing for whales, &c. to the westward of Cape Horn, were not in future to be obliged to remain out longer than sixteen months. [c. 53.]

The bounties on the exportation of linens, cotton goods, &c. granted by acts 23 Geo. III, c. 21 and 24 Geo. III, sess. i, c. 14, were continued till 25th March 1793. [c. 54.]

The following acts of parliament were continued for limited times, viz.

The act for encouraging the manufacture of sail-cloth in Great Britain, continued till 29th September 1795.

So much of the act 8 Geo. I, c. 15, as relates to the encouragement of the silk manufacture, and to taking off several duties on merchandize exported, continued till 24th June 1795.

The act for the free importation of cochineal and indigo, continued till 29th September 1795.

The act for prohibiting the importation of books, reprinted abroad from books originally printed in Great Britain, continued till 29th September 1795.

The act for securing the duties on foreign-made sail-cloth, continued till 24th June 1795.

The act for prohibiting the importation of foreign-made silks and velvets, continued till 14th June 1795.

The act suspending the duties upon the importation of tallow, hogs' lard, and grease, continued till 25th March 1791.

The act prohibiting the exportation of tools used in the iron and steel manufactures, continued till the end of the next session of parliament.

The act for establishing Clarke's hydrometer as the standard for trying the strength of spiritous liquors, continued till the end of the next session of parliament. [c. 55.]

The act c. 6 of last session having permitted the importation of several articles, therein enumerated, from the foreign West-India islands into the British West-India islands in cases of urgent necessity, and merely for the supply of the particular islands into which they are imported,

the re-exportation of any such articles was prohibited under the penalty of forfeiture of the vessel and goods : and exporters of similar articles were required to make oath that they were not so imported. [c. 56.]

The corn-factors in London and the suburbs were required to give weekly accounts to the inspector of corn returns of the corn brought by sea into the River Thames, and sold by them, with the value, and the names of the purchasers ; from which he is to compute the average price of each species for London, Essex, Kent, and Suffex. And when the price of any kind is above the rates specified in the act [13 *Geo. III*, c. 43] for regulating the corn trade, such corn may be imported into the ports of London, Essex, and Kent, on payment of the duties known by the name of the low duties : and the exportation, or prohibition of exportation, of British corn, and the bounties thereon, are regulated in the same manner. All the other maritime counties of England and Wales were divided into eleven districts for the purpose of determining, in consequence of returns made from them to the inspectors of corn returns, the places in each district, where foreign corn may be imported on payment of the low duties, or British corn may be exported.—For the benefit of the Newfoundland fisheries, 150 tuns of biscuit and 100 quarters of peas are allowed to be exported from Greenock in any one year under the regulations of the act 14 *Geo. III*, c. 5. Starch is also allowed to be exported to all places, whatever the price may be. For the support of the British settlers on the Bay of Honduras, limited quantities of flour, bread, peas, oatmeal, and barley, may be carried thither from any port of England under licences from the commissioners of the customs. In consideration of the scarcity in the province of Quebec, 2,000 quarters of wheat, 2,000 sacks of flour, and 8,000 quarters of peas, were permitted to be carried to that province, whatever price they might be at.—The duty upon the importation of rape seed from Ireland being regulated by the price, the corn-factors and importers of grain were directed to include the sales of British rape seed in their weekly accounts transmitted to the receiver of corn returns in London ; and the importation of it, and warehousing it without payment of duty, were put under the same regulations as corn. [c. 58.]

August 11th—The same drawbacks, which are allowed upon the exportation of tea to Ireland and the British colonies in America, were allowed on the exportation of it to Jersey, Guernsey, Gibraltar, and any place on the continent of Europe, where a British consul resides, and also to Africa. [c. 59.]

The East-India company were empowered to add £1,000,000 to their capital stock by new subscriptions, the present proprietors being entitled to a preference ; and also to pay the same dividends on the additional, as on the former, stock. [c. 65] The company's stock by this addition was augmented to five millions.

The temporary act of last session for regulating the slave trade was renewed for another year (till 1st August 1790); and some additions were made in order to prevent the abuse of turning off the seamen in the West-Indies, or treating them barbarously and starving them, in order to force them to desert their vessels and forfeit their wages; one of which was, that the wages due to deserters should not, as formerly, sink into the pockets of the owners, but be paid to Greenwich hospital. A form of the prescribed articles and muster-roll were annexed to the act. The former contained an obligation to pay the wages in sterling value *, a table of the provisions and liquor to be served to every man onboard, a stipulation for a compensation in money in case of a necessity for the crew to go upon short allowance, and an obligation upon the commander to hire the natives to procure wood and water for his vessel on the coast of Africa †, and to have proper awnings to protect the men from the weather. Also, in order to prevent the ship from running away from such of the men as may happen to be on shore in the West-Indies, the commander is obliged to loose the fore top-sail and fire a gun, as a signal for sailing, four-and-twenty hours before he actually gets under way ‡. [c. 66] This act, with the articles and muster-rolls, was renewed annually till the year 1799, when a permanent act, with some new regulations, apparently established the slave trade as a regular and lawful branch of commerce.

The acts of parliament for preventing the fraudulent trade in tobacco had been attended with little success: but it was expected, that that trade, which was now the principal object and dependence of the smugglers §, would be thrown entirely into the hands of the fair traders, if the manufacture of it were subjected to the visitation of the officers of excise. The consolidated duties upon tobacco and snuff were therefor divided, and the greatest part put under the management of the commissioners of excise. It was enacted that the goods might be lodged in warehouses immediately on their importation, and the whole of the duties might remain unpaid, till they should be taken out. As a further curb upon smuggling, tobacco and articles manufactured from it, are not permitted to be imported from any part of the world but America (with an exception in favour of tobacco the produce of Spain, Portugal, and Ireland), nor in vessels of less than 120 tons burthen, nor in pack-

* It was but a poor excuse to say, that payment in the provincial currency, instead of sterling, was agreeable to the articles; because, though the men had even read, or heard, the articles, many of them did not know the difference between sterling money and provincial currency.—Forms of the old articles may be seen in the *Report of the privy council on the slave trade*.

† It appeared on the evidence of the surgeons, that these services, requiring the men to be up to

the middle in the water of the rivers, were the principal causes of the diseases and mortality of the seamen in that murderous trade.

‡ It is necessary for the reader to remember, that slave ships carry out more than twice as many men as are necessary to work them on the homeward passage.

§ Mr. Pitt stated the quantity of tobacco annually smuggled into this country to be about seven millions of pounds.

ages containing less than 450 pounds in an entire undivided mass : and the importation of tobacco stalks, tobacco-stalk flour, and snuff work, was totally prohibited. Any vessel found hovering, or at anchor, within four leagues of the coast, and having tobacco or snuff onboard, weighing altogether more than 100 pounds over the allowance of 5 pounds for each man onboard, is liable to seizure and condemnation. American tobacco must be imported direct from the place of its growth, either in British vessels navigated according to law, or in vessels belonging to the United States, whereof the commander and three fourths of the crew are subjects of the States. Tobacco, lawfully imported in British vessels from the United States into the British West-India islands, may be imported thence into Great Britain, the names of the vessels and their commanders, by whom it was carried to the West-Indies, being expressed in the manifest of the vessel which brings it home. No tobacco or snuff is allowed to be imported into any other ports of Great Britain than London, Bristol, Liverpool, Lancaster, Cowes, Falmouth, Whitehaven, Hull, Port-Glasgow, Greenock, and Leith, on pain of forfeiture of vessel and cargo. But vessels loaded entirely with tobacco may enter the ports of Cowes and Falmouth, and there remain fourteen days waiting for orders, without being subject to the regulations of this act.—Damaged tobacco, which the importer is unwilling to pay the duties upon, or to export, must be burnt.

The act, which consists of 173 sections, contains a vast multiplicity of precautions, penalties, and regulations, to prevent frauds in landing, re-shipping, and manufacturing, tobacco and snuff, and also to prevent the adulteration of them ; all the minutiae of which must be known to those concerned ; but they would be little interesting to others. The drawbacks of custom and excise, allowed upon exportation, are also specified. [c. 68.]

There seems to be sufficient proof, that there is a very excellent fishing bank running, apparently, parallel with the west coast of Ireland, and thence stretching northward on the outside of the Western islands by Hirta (erroneously called St. Kilda) and Rona to Shetland, and perhaps to Færoe and Iceland. About two centuries ago Admiral Sir William Monson caught great quantities of the best cod and ling upon this bank, which he describes in his *Naval tracts* ; and he observes, that it had been neglected for above a hundred years *. The southern extremity of this bank, lying off the south-west part of Ireland, is regularly resorted to by fishing vessels from Kinsale. But the position of the rest of it is not ascertained with sufficient precision to enable the fishermen to steer for it, though several vessels in the American trade have struck foundings upon it, and Mr. Bachop of Londonderry about the year

* Is there any other authority than this observation of his for its having been known or frequented 100 years before his time ?

1756 caught cod upon it, about 22 leagues north-west of Tory island. Mr. Murdoch Mackenzie, when making his maritime survey of the coast of Ireland in the year 1769, fell in with it off the coast of Mayo, and caught cod, ling, and holly, as fast as the lines could be let down. Captain Huddart, when employed on a similar survey in the year 1777, fell in with the bank to the westward of Ilay, where he found the cod as plentiful, and as good, as at Newfoundland: and from his observations in that, and a subsequent survey made this year, that gentleman gave it as his opinion to the committee of the house of commons, that cod may be caught in great abundance between the Western islands and S^t. Kilda (Hirta) and the coast of Ireland; that in many other places on the west coast the ground is very favourable for catching cod, and that those caught in 30 or 40 fathoms of water are in season and fit for curing from May till November. Captain Huddart upon this occasion drew a chart of the Western islands with the adjacent coasts of Scotland and Ireland, which must be very useful to the fishermen and navigators among those islands.

Some of the gentlemen engaged in the fishery at Yarmouth began in the year 1787 to fit out vessels for prosecuting the herring fishery, agreeable to the act 26 Geo. III, c. 81. Their fishermen proceeded to Shetland, and sometimes so far beyond it, that they fell in with floating ice. They followed the Dutch method of shooting their nets in deep water from the vessels, and not in lochs or bays from their boats, as the British bufs-fishers do. In the second and third years of their fishing they believed their herrings to be nothing inferior to those of the Dutch in respect to curing; and they sent the most of them to Hamburgh, where, happening to be the first that arrived, they brought a price equal to that of the early Dutch herrings, and, after the arrival of the Dutch, they were still able to stand the competition with them. This year some of the Yarmouth pickled herrings were sent even to Rotterdam; and the owners had no reason to complain of their sales. But the expense of this mode of fishing, though it had hitherto been attended with such auspicious prospects, being greater than the usual returns could indemnify, and the adventurers being disappointed in obtaining the bounties they thought themselves entitled to, they gave it up*.

Notwithstanding the efforts of the antients and the wishes of the moderns, the whole interior of the vast continent of Africa still remained unknown to the people of Europe. A few noblemen and gentlemen, desirous of rescuing the age from a charge of ignorance, which in other

* Mr. Barker, the author of the information respecting this short-lived distant fishery, observed, 'That the deep-sea fishing has the following advantages, although the expense of carrying it on is greater than fishing by boats near the shore; first, the earliest herrings are caught in the deep

sea; second, they are fuller of flesh, in more perfection, and cure better; and third, this fishing can be carried on every year, although the herrings do not every season come near the particular shores or bays, where they are usually expected.' [*Report on the British fisheries*, 1798, p. 145.]

respects belongs so little to its character, formed themselves (9th June 1788) into an *association for promoting the discovery of the interior parts of Africa by persons properly qualified*. Of the two first missionaries sent out by them, Mr. Ledyard, a man whose zeal and capacity marked him as born for such enterprises, unfortunately died at Cairo in Egypt, when just ready to enter upon the unknown regions to the westward of that country: the other, Mr. Lucas, was prevented by a war in the country from proceeding to Fezzan, and returned to England. Mindful, however, of the object of his mission, he had procured considerable information from the traders concerning the state of the several countries, and of their commerce.

Such information will at present be at least amusing: and it may, perhaps, hereafter be really useful to know the nature of the trade carried on in the heart of Africa, which Mr. Beaufoy (who drew up the account of the proceedings of the association), scarcely less sanguine than Mr. Vassa, (see above, p. 143) considers as capable of adding a hundred millions of consumers to the trade of this country; for he thinks, that, where the merchants of Fezzan can make a profit on the sale of European goods, which they must buy at a very advanced price at Tripoli, British traders may have such advantages ‘as few commercial adventures have ever yet been found to yield.’ Nor need they doubt of a kind reception, as the Negroes reckon ‘*the merchant the general friend of mankind*.’ In consequence of such a trade, ‘and by means as peaceable as the purposes are just, the conveniencies of civil life, the benefits of the mechanic and manufacturing arts, the attainments of science, the energies of the cultivated mind, and the elevation of the human character, may in some degree be imparted to nations hitherto consigned to hopeless barbarism and uniform contempt.’

Fezzan is a district lying to the southward of Tripoli, inclosed by a circular range of mountains, which separate it from the surrounding desert. The people, a mixed race of Arabs and Negroes, in whom the Negro blood predominates, are strict Mohamedans, and mostly employed in agriculture and pasturage. Their merchants, whose commercial spirit no distance nor difficulties can discourage, form the bond of connection between all the nations of the north and middle parts of Africa. About the end of October, when the heat begins to moderate, the caravans for Tripoli, Bornou, Cashna, and the nations beyond the River Niger, take their departure from Mourzouk, the capital of Fezzan.

The caravans for Tripoli carry trona*, sena, gold dust, and slaves, the produce of their trade to the southward: and in return they get cutlery ware; woolen, linen, and silk, goods; raw silk; copper, and brass; and

* Trona is a species of alkali found on the surface, and on the banks, of the smoking lakes in Fezzan, which is employed in colouring Morocco leather, and in other operations of dying.

European goods in general ; together with a balance paid in Imperial dollars.

To Bornou they carry copper and brass, which are worth about 4s sterling per pound in that country ; woolen goods ; linens ; raw silk ; silk goods ; fabres ; cutlery ; looking-glasses ; beads, &c. all obtained in their trade to the northward : and their returns are slaves, gold dust, and civet.

The caravan for the great empire of Cashna take with them cowries, a kind of shells used for small money ; brass ; horses ; and the same manufactured goods as those carried to Bornou. Their returns are gold dust ; slaves, valued in Cashna at from £2:6:8 to £5 sterling each ; cotton cloths manufactured in the country ; red and yellow goat skins ; ox and buffalo hides ; sena of the best quality, the produce of Agadez, a province of Cashna ; and civet.

The packs for the countries on the south side of the Niger consist of fabres ; cutlery ; carpets ; brass ; looking-glasses, and other toys ; civet ; and Imperial dollars : in exchange they receive gold dust ; slaves ; gooroo nuts ; and civet.

The merchants often find ivory lying on the ground, which they dispose of to the traders bound for the European settlements on the west coast. In every principal town, to which they trade, they have agents, with whom they deposit their slaves ; that kind of ' commodity, that ' can transport itself *,' constituting a very considerable proportion of their returns.

From this very brief view of their trade we see that the merchants of Fezzan, by their knowledge of the wants and redundancies of their neighbours, supply some of them with articles brought from countries nearer to the consumers than to Fezzan ; that their trade is entirely a carrying one, and very little supported by the produce of their own country ; whence they have been with considerable propriety called the Dutchmen of Africa †.

The North-west company of Montreal being informed by one of their remotest agents, that the Indians had told him of a river running into a sea, which was at no great distance to the northward, Mr. Mackenzie, one of the partners, left Montreal in the beginning of the summer, in order to ascertain the veracity of a communication so interesting to science and commerce. Attended by a few Indians, he traversed

* Major Rennell, from whom I borrow this observation, thinks the difficulty of carriage in the interior part of Africa may have given rise to this ' traffic in men.' [*Proceedings of the African association*, p. 315.] For the same reason they might deal in cattle, if they were equally in request among the more civilised nations.

† Leo Africanus notices the opulence of the

people of Fezzan in the end of the fifteenth century. But the circumstances of the country are much improved since his time ; for he says, corn and flesh were very scarce, whereas they are now in great abundance. See *Proceedings of the African association*, p. 130 ; from which work, it may be observed, the view of the trade of Fezzan, and the account of the association, are entirely taken.

in canoes, and partly by walking, the great extent of wilderneys, in which their posts are established, and proceeded beyond them down a considerable river running north, till he actually arrived at the Frozen ocean, in which he saw some small whales among fields of ice, and observed the rise and fall of the tide. On an island at the mouth of his river, to which he gave the name of Whale island, he erected a post near some very old deserted huts, and engraved on it his name, the number of persons with him, the time they remained there, and the latitude, $69^{\circ} 14'$ *.

This journey, or voyage, of discovery, and also that of Mr. Hearne in the year 1771, (see V. iii, p. 527) having stretched across all the unfrequented regions of America, ought surely to be sufficient to prove the utter impossibility of the existence of a navigable communication in any temperate part of that continent: and we might reasonably expect to have no more conjectures or speculations upon that subject †.

The conveyance of goods between London and Bristol being very expensive by land, and very tedious and dangerous, especially in time of war, by sea, an inland navigable communication, for uniting the Thames with the Severn by an artificial channel of about 40 miles, was projected in the reign of Charles II. But the execution of it, and of some other canals projected in that reign, was reserved for the present more enlightened and scientific age. In the year 1783 some individuals, mostly merchants in London, obtained an act for executing the canal, which was planned and executed by Mr. Whitworth. It extends in a

* Mr. Mackenzie observed in $69^{\circ} 14'$ and $69^{\circ} 7'$ on the 13th and 15th of July. He has not told us which of the latitudes he engraved on his post, and I have retained $69^{\circ} 14'$ from the first account I obtained of his discovery. See his *Voyages through North America*, pp. 63, 66.

† It must be acknowledged, however, that, in spite of demonstration, some attempts have been made to revive such conjectures; and a story has been brought forward, which was told to Sir John Macpherson at the Cape of Good Hope in the year 1787 by some Spaniards, who said, that a passage had lately been found in the latitude of $47^{\circ} 45'$ on the west side of North America, which conveyed a vessel in twenty-seven days *almost* to Hudson's bay.—Whether those Spaniards were the authors, or only the reporters, of the story, it would be idle to dwell on the absurdity of any navigator stopping short, when he had *almost* accomplished such a grand desideratum in discovery, or to prove that a vessel could not possibly sail across the rivers or land, which Mr. Mackenzie paddled or walked upon. Another circumstance, on which great stress has been laid by the advocates for a north-west passage, is, that whales have been found in the Pacific ocean with European harpoons sticking in their flesh, wherewith they must have been wounded in the Greenland seas. It is indeed

very probable, that there is a continuation of sea between the Atlantic and the Pacific oceans, by which whales and other fishes may make a passage under the ice; neither should it be absolutely denied, that passages may possibly have been made between the Pacific and the Atlantic through Bering's straits, or perhaps some other straits now unknown in the north-west extremity of America, by Maldonado, Urdanetta, Loario, &c. But granting a few such passages to have been successfully effected in the course of two centuries, though they are all almost as doubtful as the story of Juan de Fuca, (of which the story of the Spaniards at the Cape seems a new edition) it does not follow, that passages can be regularly made in such frozen seas. Nor is it probable, that, though the route were discovered, any adventurers will now be found willing to risk their lives, or even their property, in the prosecution of a voyage so very dangerous, which no experience can ever bring to be generally useful. Indeed, the idea of a practicable north-west passage, though a reward is still held out by parliament for the discovery of it, is now as completely given up by all thinking people as that of the imaginary *Terra australis*, which for many ages made so conspicuous a figure in the maps, and in the writings, of geographers.

winding course from Stroud water, a navigable branch of the Severn, to the head of the navigable water in the Thames near Lechlade; and at Sapperton it goes under a hill in a tunnel of two miles long, part of which is hewn out of the solid rock. This canal, which carries barges of 70 tons with 4 feet draught of water, was completed on the 19th of November 1789, when a barge from the Severn passed into the Thames.

The Dutch colony at Demararay had a very narrow escape from extermination by the hands of the Negro slaves. About a thousand of them had entered into a conspiracy to put every white man to death, which was actually carried into execution upon one plantation by mistake on the day preceding the concerted one, whereby the whole plot was defeated. The ringleaders of the Negroes submitted to the tortures inflicted upon them with unshaken fortitude.

In Bengal Earl Cornwallis issued orders, in the different languages of the country, for abolishing the slave trade: and he held out rewards for the delivery of any person unjustly detained in slavery, as well as for the discovery of offenders.

The East-India company entered into a contract with the Spanish Philippine company to supply them, to a large amount, with the produce and manufactures of Bengal and Madras, to be delivered at Manila, and to be paid for in dollars.

December 2^d—The directors also gave public notice, that, in order to give every encouragement to the British manufactures, they had resolved to make an augmentation of above 2,500 tons in their exports for this season. They also gave leave to the commanders and officers of their ships to fill up all outward tonnage, unoccupied by the company's goods, freight-free: and they allowed their servants, and the merchants residing under their protection in India, to fill up such homeward tonnage, as may be unoccupied by the company, at a reasonable freight.

In consequence of this indulgence, 245 tons of merchandize, over and above the former privileged quantities, were carried out this season, mostly by the captains.

The following account of ships belonging to the western parts of the world, which were at Canton in China this year, shews the proportions of the trade of the several countries with that empire.

The Portuguese, who once engrossed the whole of the Oriental trade,	had	3
The Dutch	-	5
The French	-	1
The Danes	-	1
The United states of America	-	15
The British East-India company	-	21
British subjects residing in India	-	40

[Meares's *Voyage*, p. lxxxvii.]

Thus of 86 vessels there are 61 belonging to British subjects, of which number the 21 in the service of the company are the largest and best appointed merchant ships that swim upon the Ocean; and of the 40, called country ships, many are very little inferior to the company's ships. Of the remaining 25 vessels, 15 belong to the descendants of Britons settled in America; and it is not improbable, that some of them are partly fitted out by British capitals, as is also known to be sometimes the case with other foreign East-India ships*.

The cultivation of coffee in the French part of St. Domingo was so surprisngly increased in a few years, that instead of *five millions* of pounds, the quantity exported in the year 1770, the exports of that article this year amounted to no less than *seventy-six millions* of pounds, which at £4: 10 per hundredweight was worth £3,420,000. [*Edwards's Hist. of the West-Indies*, V. ii, p. 299.]

The following account shows the number of sugar plantations in each of the parishes of Jamaica, and of the Negroes belonging to them, agreeable to the returns on the 28th of March 1789.

Counties.	Parishes.	Sugar plantations.	Negroes.
Middlesex.	St. Mary's	63	12,065
	St. Anne's	30	4,908
	St. John's	21	3,713
	St. Dorothy's	12	1,776
	St. Thomas in the Vale ..	33	5,327
	Clarendon	56	10,150
	Vere	26	5,279
	St. Catherine's	3	408
		244	43,626
Surrey.....	St. Andrews'	24	3,540
	St. George's	14	2,795
	Portland	23	2,968
	Port Royal	3	358
	St. David's	12	1,890
	St. Thomas in the east ..	83	15,786
	Kingston	0	0
		159	27,337
Cornwall...	Trelawney	83	15,692
	St. James's	67	12,482
	Hanover	69	13,330
	Westmoreland	62	11,219
	St. Elizabeth's	26	5,112
		307	57,835
Total plantations and slaves upon them.....		710	128,798

The town of Kingston, the commercial capital (though not the seat of government) of Jamaica, contained at this time about 1,670 houses, besides warehouses and negro huts. The inhabitants consisted of near 7,000 white people, above 3,000 free people of colour, and near 17,000 slaves.

* In the year 1791 vessels under Genoese colours began to trade to China. When Lord Macartney's Squadron was on the coast of Cochinchina in the year 1793, they were joined by a vessel under Genoese colours, but chiefly manned by Englishmen.

The following is an account of the vessels belonging to the British dominions*, with their registered tunnage and usual number of men, on the 30th of September 1789.

	Vessels.	Tuns.	Men.
England - - -	9,558	1,078,374	80,299
Scotland - - -	1,938	151,270	13,043
Ireland - - -	1,080	64,364	6,231
Colonies - - -	1,511	87,351	8,116
Guernsey, Jersey, &c. -	157	11,676	1,012
Mann - - - -	66	2,137	261
	14,310	1,395,172	108,962
Of these there were	33	4,349	
so that	14,277	1,390,823	

employed by government,
were the real quantity of
shipping employed by the commerce of the British empire.

There were built and registered in the several ports of the British dominions, in the course of this year,

827 vessels measuring 71,090 tuns.

The net revenue of the customs, including the West-India four-and-a-half per cent duty, paid into the exchequer in the course of the year, was

from the custom-house in London - - - -	£3,670,343	5	5
from the custom-house in Edinburgh - - - -	40,000	0	0

Total net revenue of the customs of Great Britain -	£3,710,343	5	5
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There were coined at the mint, in the course of this year,

32,760 pounds of gold, value - - - -	£1,530,711	0	0
and no silver.			

* The vessels belonging to the British subjects residing at the settlements to the eastward of the Cape of Good Hope, and those residing in Gibraltar, are not brought under the cognizance of the register-general of shipping.

The official value of the imports and exports of Great Britain during the year 1789 was as follows.

Countries, &c.	Imported into				Exported from			
	ENGLAND.		SCOTLAND.		ENGLAND.		SCOTLAND.	
	British merchandise.	Foreign merchandise.	Total.	Total.	British merchandise.	Foreign merchandise.	Total.	Total.
Denmark and Norway	£91,298 18 2	22,159 2 3	£113,457 10 5	£113,457 10 5	£129,493 5 1	132,651 14 3	£262,144 19 4	£262,144 19 4
Russia	1,284,014 19 9	187,236 14 3	1,471,250 13 2	1,471,250 13 2	195,642 4 7	95,582 8 0	291,224 12 7	291,224 12 7
Sweden	239,445 7 4	36,152 6 0	275,597 13 4	275,597 13 4	37,314 10 0	33,105 18 5	70,420 8 5	70,420 8 5
Poland	76,048 12 6	21,751 14 11	97,800 7 5	97,800 7 5	19,477 15 2	36,761 3 10	56,238 19 0	56,238 19 0
Prussia	285,596 4 9	50,668 0 2	336,264 4 11	336,264 4 11	51,362 17 0	12,812 13 10	64,175 10 10	64,175 10 10
Germany	418,677 0 7	19,330 7 9	438,007 7 6	438,007 7 6	846,234 17 9	755,302 0 5	1,601,536 18 2	1,601,536 18 2
Holland	319,495 19 5	99,350 8 5	418,845 28 0	418,845 28 0	708,410 10 7	762,008 17 6	1,470,419 8 1	1,470,419 8 1
Flanders	196,203 14 2	3,362 0 0	200,565 14 2	200,565 14 2	402,887 2 9	693,043 0 2	1,095,930 2 11	1,095,930 2 11
France	542,156 14 2	13,904 17 3	556,060 11 5	556,060 11 5	830,377 17 0	422,688 11 8	1,253,066 8 8	1,253,066 8 8
Portugal	654,065 5 6	33,441 10 3	687,506 15 9	687,506 15 9	674,624 7 10	24,100 11 2	698,724 19 0	698,724 19 0
Madeira	8,217 8 0	399 4 1	8,616 12 1	8,616 12 1	22,390 7 0	7,023 17 10	29,414 4 10	29,414 4 10
Spain	584,863 10 11	16,934 9 7	601,797 20 8	601,797 20 8	585,505 14 6	69,385 10 4	654,891 4 7	654,891 4 7
Canaries	2,051 4 9		2,051 4 9	2,051 4 9	10,863 4 4	166 18 1	11,030 2 8	11,030 2 8
Straits	24,154 8 2		24,154 8 2	24,154 8 2	222,995 14 9	798 15 0	223,794 9 9	223,794 9 9
Gibraltar	2,438 16 11		2,438 16 11	2,438 16 11	46,748 14 2	29,714 13 10	76,463 8 0	76,463 8 0
Italy	767,504 7 11	15,991 12 2	783,495 19 3	783,495 19 3	598,177 7 9	99,080 18 8	697,258 6 5	697,258 6 5
Venice	66,314 5 5		66,314 5 5	66,314 5 5	12,599 10 8	10,955 7 10	23,554 18 6	23,554 18 6
Turkey	223,424 19 11		223,424 19 11	223,424 19 11	76,532 1 9	59,675 14 3	136,207 16 0	136,207 16 0
Ireland	2,068,840 0 2	335,946 1 9	2,404,786 1 11	2,404,786 1 11	1,078,636 18 3	963,735 19 11	2,042,372 18 2	2,042,372 18 2
Mann	26,212 10 10	1,101 2 11	27,313 12 11	27,313 12 11	23,251 13 4	22,429 13 5	45,681 6 9	45,681 6 9
Guernsey, &c.	50,990 0 6	136 4 6	51,126 4 12	51,126 4 12	66,892 0 3	45,389 6 0	112,281 6 3	112,281 6 3
Greenland	125,027 6 10	25,127 15 9	150,154 11 9	150,154 11 9	82 5 10	231 8 0	313 13 10	313 13 10
United states	893,305 4 10	156,893 19 2	1,050,198 13 2	1,050,198 13 2	2,136,710 3 7	199,097 12 11	2,336,407 16 6	2,336,407 16 6
British colonies	226,844 13 0	10,598 14 11	237,442 17 11	237,442 17 11	582,801 11 7	226,283 3 1	809,084 14 8	809,084 14 8
British	3,532,408 14 5	344,097 14 10	3,876,505 18 5	3,876,505 18 5	1,268,427 16 4	180,144 7 9	1,448,572 4 1	1,448,572 4 1
Foreign	232,780 7 7	18,478 13 2	251,258 10 9	251,258 10 9	25,082 13 8	5,049 15 10	30,132 9 6	30,132 9 6
Asia	3,359,148 1 5		3,359,148 1 5	3,359,148 1 5	1,890,537 7 4	66,640 8 3	1,957,177 15 7	1,957,177 15 7
New Holland	3,397 3 5		3,397 3 5	3,397 3 5	1,548 8 3	1,548 8 3		1,548 8 3
Africa	102,513 15 2		102,513 15 2	102,513 15 2	424,118 19 1	245,593 17 7	669,712 16 8	669,712 16 8
Totals	16,408,039 16 6	1,413,062 14 1	17,821,102 10 7	17,821,102 10 7	12,069,818 0 25	2,500,654 7 10	14,570,472 8 0	14,570,472 8 0

Summary.

Imports of {	England	Scotland	Exports of {		Totals
			British merchandise.	Foreign merchandise.	
Imports of {	£16,408,039 16 6	£1,413,062 14 1	£12,069,818 0 25	£2,500,654 7 10	£18,170,472 8 0
Totals	£17,821,102 10 7		£13,779,506 2 6	£5,561,042 15 1	£19,340,548 17 7

The following is an Account of the number of vessels with their tonnage, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1789.

ENGLAND.										SCOTLAND.									
Inward.					Outward.					Inward.					Outward.				
British.		Foreign.			British.		Foreign.			British.		Foreign.			British.		Foreign.		
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Vessels.	Tons.	Vessels.	Tons.	Vessels.
143	22,447	405	74,826	217	45,453	133	25,617	105	7,119	95	8,443	145	13,459	9	1,081				
442	113,936	6	2,804	177	47,096	2	855	101	13,738			45	7,134						
47	9,861	1	259	19	3,883			2	194			1	106						
16	2,574	4	1,270	4	623														
105	27,109	5	846	80	11,826	1	480	91	5,905			60	4,880						
17	2,635	5	1,740	7	773	1	320	19	1,795			5	484						
430	108,585	128	18,626	100	22,721	43	8,188	168	27,903	2	297	28	4,308	2	150				
7	1,160	1	460	6	1,029	36	7,000	6	563			5	669						
103	15,270	31	6,457	255	39,099	12	2,557	69	5,613	4	272	97	7,459	3	186				
10	1,043	11	2,067	18	2,323	2	605												
28	4,136			41	5,434														
792	102,627	231	15,080	1,099	134,110	142	10,828	128	11,255	5	253	101	10,488						
465	47,567	67	8,364	382	41,963	31	2,139	10	899	1	120	40	3,586						
1,355	101,440	273	9,677	1,630	137,540	250	9,860	38	3,365			55	4,174						
457	54,893	7	856	199	26,485	9	777	38	4,246			16	1,461						
17	1,290	5	420	8	599	2	236												
348	37,963	39	3,357	203	21,441	35	3,159	29	3,921	2	260	20	1,792						
7	966			5	635														
28	4,068			52	7,445							3	450						
44	5,892	1	98	96	12,459	1	190	14	1,989			7	862						
3	408			3	462														
27	4,604			9	1,407														
4	627			7	948														
5	860																		
3	370			11	1,366														
27	4,336			32	6,077														
2,319	176,560	14	1,704	4,849	406,734	1	82	1,805	93,329	1	133	1,246	69,307						
114	4,686			127	5,070			27	921			27	877						
337	19,382	1	240	344	18,047			3	344			7	609						
146	42,463			133	38,751			27	7,573			28	7,846						
42	8,998			45	9,605														
41	1,318																		
199	41,659	178	20,189	281	58,717	160	26,917	54	9,116	17	2,169	77	13,961	14	2,030				
234	28,039	1	90	402	52,046	1	90	19	2,760			33	5,089						
3	448			1	205			2	266										
45	10,598			16	4,089														
524	129,472			479	123,800			68	12,816			67	12,366						
1	125	1	300	1	360							1	103						
36	27,695			26	22,223														
5	1,809			4	1,980														
45	7,264			12	1,384														
6	520			2	363														
9,084	1,182,703	1,415	178,739			862	99,900					2,832	215,030	127	11,937	2,114	171,470	29	3,767

* The Scottish vessels, and in subsequent years both English and Scottish vessels, employed in the home fishery, were not brought into this account, being classed as coasters.

1790 February 25th—In the year 1784 General Roy, a gentleman of great mathematical and geographical science, by his Majesty's command made a very accurate measurement of a base on Honslow heath, preparatory to a survey to be made by a series of triangles extending to the east coast of Kent, and thence to the coast of France, for the purpose of ascertaining precisely the relative situations of the royal observatories of Greenwich and Paris, whereby the maps and charts of the two countries may be rendered reciprocally more useful than they have hitherto been. A most capital instrument, which the general, in his description of it, says, 'may be called a great theodolite,' having been made by Mr. Ramsden expressly for the survey, and a correspondence opened with the academy of sciences at Paris respecting the co-operation expected on their part, that learned body appointed the comte de Cassini *, with Messieurs Mechain and Le Gendre, to concert with the general and Doctor Blagden the operations to be performed on each coast. On the 23^d of September 1787 these *ambassadors of science* met at Dover, and immediately adjusted their plan. By the help of white lights, used on the preconcerted nights, they were enabled 'to establish forever the 'triangular connection between the two countries:' and the other triangles were taken with unparalleled exactness in the summers of 1787 and 1788. The general now laid before the royal society a memoir, containing an account of his operations; and he recommended, 'that 'the trigonometrical operation, so successfully begun, should be continued, and gradually extended over the whole island,' and, by means of white lights, also to Ireland, by which means only we can obtain good maps of the British islands.

It is proper to add, that his advice has been followed; that the survey is still going on under the direction of eminent geographers, who have been appointed to the superintendence of this great national work, since death deprived the country of the valuable services of General Roy; and that we may hope to see the day, when it shall no longer be said that British navigators find the coasts of their own country less accurately laid down in their charts than those of almost any other country they have occasion to visit.

The British government in India and Tippoo Saib, the sultan of Myfore, had never been cordially reconciled: and in March 1790 their mutual animosities upon a very trifling occasion broke out in hostilities, of which it is fortunately not my province to enter into any narrative.

The planters and merchants interested in the West-India islands having represented to government, that the bread-fruit of the South-sea islands would be a valuable acquisition to the West-Indies as a security against the famines, which have sometimes made such dreadful havock

* The author of the great map of France on a scale of two miles to an inch.

among the slaves, a ship was fitted out under the command of Lieutenant Bligh, to proceed to Otaheitè in order to bring a supply of those valuable plants, whereof one half were to be deposited in the public botanic garden at St. Vincents for the benefit of the Windward islands, and the remainder at Jamaica. Sir Joseph Banks, whose botanic knowledge and zeal for the public good are well known, directed the arrangements necessary for the reception and transportation of the plants, and recommended two careful and skilful botanists (one of whom had already sailed with Cook in the same capacity) to attend to their preservation, and to collect other valuable plants, supposed capable of being transported to our tropical possessions, and particularly the rice, which grows upon a dry soil in Java and some other East-India islands*; and in return to impart to the natives of the South-sea islands such valuable plants as their soil and climate were thought favourable to the production of, and they were in want of. At Otaheitè they took onboard 1,015 plants of the bread-fruit, and a number of other species of plants useful for food or in dying. But this voyage, undertaken, and hitherto happily conducted, for the mutual benefit of both hemispheres, was frustrated by a conspiracy of the majority of the ship's company, who, soon after they sailed from Otaheitè, took possession of the ship, and forced the principal officers and a few of the seamen into a boat, in which, after suffering prodigious hardships, they made their way to Coupang, a Dutch settlement in the island of Timor in the East-Indies. Mr. Bligh arrived in England in March 1790, above two years after he sailed from it, and about a year after he was turned adrift by the mutinous part of his crew.

February 25th—The act of last session (c. 58) for the regulation of the corn trade not having been duely carried into effect in some parts of the kingdom, a scarcity was apprehended; and the king and council had been under a necessity of issuing several orders respecting the importation and exportation of corn. Therefor those orders, not being justifiable by law, were now, in consideration of their eminent utility, justified by an express act of parliament. The earl of Dorchester, governor of Canada, was at the same time indemnified for orders issued by him for the importation of corn, &c. from the United states into the provinces under his command. No corn of any kind, nor bread, was permitted to be put onboard any vessel in any port of Great Britain, except to be carried coastways, or for the provision of vessels, for the support of the inhabitants of Guernsey, Jersey, Alderney, Mann, Gib-

* We have already seen that this species of rice is common in the Negro countries in Africa, whence the transit to the West-Indies is short and easy. This is not the only instance of going very far for what may be got near at hand. The bread-fruit tree itself, might, I presume, have been

procured at the Isle of France, where it was naturalized by Mr. Le Poivre about twenty years before Mr. Bligh's voyage was undertaken. See the *History of Mauritius*, (p. 34) by the Viscount de Vaux, a native of the Isle of France.

raltar, St. Helena, the factories in Africa, Newfoundland, Hudsons bay, and the bay of Honduras. The ports of London, Bristol, Liverpool, and Glasgow, were authorized to export limited quantities of grain and flour to the sugar colonies on the terms prescribed by former acts; the proportion to be shipped from each port, and to each of the colonies, being under the direction of the committee of council for trade. Foreign corn and flour, which had been warehoused, were permitted to be exported directly from the warehouses *. [30 *Geo. III*, c. 1.]

April 1st.—To encourage the exportation of tin, the East-India company were exempted from paying any duty of custom on unwrought tin exported by them to any country beyond the Cape of Good Hope. [c. 4.]

The governor of Quebec was authorized to admit the importation of live stock of all kinds, corn of all kinds, bread, and potatoes, from the United states in British vessels, in cases of emergency. And the act (28 *Geo. III*, c. 39) for allowing rum, equivalent to the outward cargoes, to be imported free from duty into the province of Quebec, was explained so, that the provisions, live stock, and lumber (except white-oak staves) exported, must be the genuine produce of the province of Quebec. [c. 8.]

April 28th.—As it was thought ‘for the advantage of trade, and to ‘the honour of this kingdom,’ to continue to hold out rewards to persons making discoveries for finding the longitude at sea, the commissioners of the navy were empowered to give rewards, not exceeding on the whole the sum of £5,000, to such as the board of longitude should at any time certify to have made any useful discovery in the science of the longitude, or any other improvement in navigation. [c. 14.]

The following acts of parliament were continued for limited times, viz. The act for encouraging the manufacture of leather by lowering the duty upon bark, when it exceeds a certain price, continued for five years.

The act prohibiting the exportation of tools used in the iron and steel manufactories, &c. continued to the end of the next session.

The act establishing Clark’s hydrometer as the standard for proving spirits, continued to the end of the next session. [c. 18.]

For the encouragement of the British settlement on the coast of Yucatan †, all merchandize imported from it, and sold by auction, was exempted from the excise duty upon auctions; and all exporters of goods to it were entitled to receive the same bounties as if they were exported to the British colonies in America. [c. 26.]

June 9th.—An invitation was held out to the inhabitants of the United states to emigrate to the Bahama and Bermuda islands, and the British provinces in North America, by permitting them to carry their slaves,

* This act was continued by an act of the next session, c. 4.

† It is better known, though rather improperly, by the name of the Bay of Honduras.

their household furniture, their utensils of husbandry, and clothing, in British vessels, free from duty, limiting, however, the value of furniture to £50 for every white person, and £2 for every negro. [c. 27.]

The gum of the cashew tree being found useful in several manufactures, the importation of it from the West-Indies was permitted on paying the duty charged on the importation of gum senega. [c. 28.]

The act (27 *Geo. III*, c. 27) permitting the importation in certain ports of the British West-Indies of foreign American produce in single-decked vessels not exceeding seventy tons burthen, belonging to any European power, was so far altered, that there should no longer be any limitation of the burthen of the vessels, which were, however, still required to have only a single deck. Goods or commodities brought by land, or by inland navigation, into the province of Quebec, according to the laws of that province, were permitted to be imported into Great Britain on the same terms as if they were the real produce of that province. [c. 29.]

June 10th—The sum of £790,937 : 10 was raised for the public service by a lottery, upon which the public had a clear profit of £290,937 10s. [c. 30.]

New regulations for the distillery, and for the dealers in spiritous liquors, were enacted. [cc. 37, 38, 39.]

Some amendments were made in the tobacco act, c. 68 of last session, chiefly respecting the manufacture. [c. 40.]

The importation of rape seeds and other seeds, used in making oil, from the British colonies in America was permitted on the same terms as from Ireland, viz. on paying a duty of one shilling per last, when the price is above £17 : 10 per last. Rape cakes for manure were admitted free from duty. And the seeds, whether from Ireland or the British American colonies, were allowed to be warehoused without paying any duty, in the same manner as corn. [c. 41.]

A number of acts were passed in the course of this session for inland navigations, draining marsh lands, making roads, improving towns, and other purposes of improvement and police.

July 12th—The aqueduct across the River Tame near Birmingham was finished : and the Coventry canal, with the grand trunk, and Birmingham and Fazely navigations, were completed ; whereby the long-desired communication by inland navigation between London, Bristol, Liverpool, and Hull, was opened.

July 28th—About the same time another long-desired and very important communication was completed. When the canal between the Forth and the Clyde was supported by the public subscribing £50,000 into its stock from the funds of the forfeited estates, the work was resumed with great spirit, and on the 28th of July the union of the two firths was celebrated by Mr. Spiers, president of the committee of man-

agement, and Mr. Whitworth, the engineer, accompanied by the committee and the magistrates of Glasgow, by launching a hoghead of the water of the FORTH into the CLYDE; a ceremony of much more propriety and meaning than the annual marriage of the dukes of Venice with the Adriatic sea.

Thus, after the labour of twenty-two years (or at least twenty-two years after the commencement of it) was finished the most arduous undertaking of the kind in Great Britain; a canal, which communicates with the tides of two opposite seas, and elevates vessels, capable of navigating the Ocean, to the height of 156 feet above the level of the sea, and in one of the aqueducts to the height of 65 feet above the natural river*, affording a safe and commodious passage for vessels between Ireland, or the west side of Great Britain, and the east side of the country, or the continent of Europe †.

From many facts, related in the first volume, the reader has already seen the high estimation in which the wool of England was held, and the avidity wherewith it was sought after, by the manufacturers of other countries, especially those of the Netherlands, Italy, and Spain, which last country is now universally acknowledged to possess the finest wool in Europe. Guicciardini, a respectable Italian historian of the sixteenth century, describes the wool of England as superior to that of Spain, which he ranks next to it ‡. He also repeatedly mentions the wool of Scotland, as in great request in the Netherlands in his time; and we know that it was a chief article of the exports of Scotland § till the year

* This aqueduct over the river Kelvin greatly exceeds that on the duke of Bridgewater's canal (which even a professional engineer ridiculed the boldness of Brindley's genius for conceiving the idea of, and contemptuously called a cattle in the air) being 83 feet high from the bed of the river to the top of the bridge, and is said by Phillips, in his *History of canals*, to be superior to every thing of the kind in Europe.

Mr. Knox in the year 1785 said, that 'this canal, when finished, will be one of the greatest works in Britain since the time of the Romans.' [*View of the British empire*, p. 407.] Are we not apt to be dazzled beyond the bounds of reason by the works of the Romans, which we have read of in our youth, the age of admiration? Which of the Roman works in Britain, or indeed in the whole extent of the Roman world, can be justly compared, for grandeur of design or execution, to a lofty aqueduct, sustaining a weight of water sufficient to float a vessel capable of crossing the Ocean, or to a subterraneous tunnel navigation? Can any of them come in competition with even one of the locks of a large canal?

† In August 1790 the sloop Agnes of above eighty tuns, built at Leith for the herring fishery, arrived at Greenock, being the first sea vessel which

passed from the one firth to the other. In May 1791 the Experiment failed in four days from Dundee to Liverpool. And in the beginning of the year 1792 the brig George of North Queensferry furnished an instance of a voyage, so distant as to Madeira, being accomplished by passing outward and homeward through the canal. Thus do we see the intercourse of distant nations promoted by a canal, occupying nearly the same ground, on which the barbarous Romans erected their unavailing fence to obstruct the intercourse of brethren.

‡ That the proofs of the superiority of English wool might rest chiefly on the unquestionable records referred to in the first volume and on foreign authority, I have omitted the praises of it, contained in the instructions to several Englishmen residing in foreign countries in the sixteenth century; the testimony of Thomas Edwards, agent for the Russia company, in the year 1568; and many detached notices of the superiority of English wool, to be found in *Hakluyt's Voyages*.

§ I say nothing of the high praises of Scottish wool by such foreign compilers as Munster, Ubaldini, &c. The passage of Ubaldini upon that subject is a mere translation from Hector Boyse, a writer never to be trusted.

1581, when the exportation of it was strictly prohibited by parliament. [*Acts, Jac. VI, c. 113.*] It is also worthy of notice, that in Camden's time the wool of Leominster was the glory of Hereford-shire (as it is at this day) and that it was preferred all-over Europe to every other wool, except the Apulian and Tarentine. [*Britannia, p. 472, ed. 1607.*] The Spanish is not even mentioned by him.

As it thus plainly appears, that Spanish wool has not attained the superiority over other European wools till lately *, and that British wool was universally esteemed the very best in Europe as late as the beginning of the seventeenth century †, it may be asked, what has now become of the breed of the sheep, which produced wool of such superior quality? The answer must be, that they have evidently degenerated: and it is the opinion of some who have studied the subject, that the laws which prevent the exportation of wool, though intended for the benefit of the manufacturer, have, by turning the attention of the farmer to the weight of carcase rather than the quality of wool, been the real cause of the degeneracy of the sheep, and consequently of the *importation* of fine wool. The Hereford-shire breed still retain a considerable degree of that superiority of wool, for which their progenitors were celebrated by a poet quoted by Henry of Huntingdon [*f. 171 a*] and afterwards by Camden; and they are probably the least adulterated remains of the antient stock of British sheep, now existing in the main land of Britain. But their wool is greatly inferior to that of the fine-wooled sheep of Shetland, which, by the advantage of their remote insular situation, have perhaps remained uncontaminated by any mixture with inferior breeds, and are apparently the most genuine offspring of the antient British race of fine-wooled sheep now existing.

About this time many patriotic gentlemen in different parts of the kingdom, impressed with a due sense of the great importance of a native stock of fine wool, turned their attention to the improvement of the breed of fine-wooled sheep.

At an anniversary meeting of the Bath society for the encouragement of agriculture, arts, manufactures, and commerce, which was more fully attended than usual, a number of sheep of various kinds were inspected by competent judges with a view to ascertain, which is the most advantageous breed for general stock in respect to carcase and wool: and the small-boned Leicester, and the South-down, breeds were declared the most profitable.

The attention of the Highland society was more especially directed to the recovery of the superior quality of the wool; an object, which

* The Spaniards themselves ascribe the improvement of their wool to a stock of rams obtained from the Arabs of Africa by Cardinal Ximenes in the early part of the sixteenth century. [*Campbell's Pol. survey, V. ii, p. 151.*] For the export-

ation of English sheep to Spain, see above, V. i, pp. 539, 680.

† In the year 1622 we find King James complaining, that the wool of England had fallen off from its wonted value. [*Federa, V. xvii, p. 411.*]

can be better attended to in remote districts than near the metropolis, where the high price of the mutton engages the principal attention of the farmer. The Report of their committee (published this year) states, that there appear to be two kinds of fine-wooled sheep in the Shetland islands, of which that called the *kindly sheep* is almost entirely covered with wool of a most excellent quality, and worth at least 5s per pound; the other species having the fine wool only about the neck and some other parts of the body. But so deficient are the people, who possess this *most precious wool*, in the management of it, and especially in sorting it, that they work up the finest along with the coarse wool of inferior sheep in knitting stockings, which they sell from 3d to 3s a-pair, (stockings made entirely of the finest wool sell as high as two guineas) whence it frequently happens that some of them contain as much fine wool as is worth more in a raw state than the price of the manufactured stockings*.

The society strongly recommended it to the proprietors of small islands to pay attention to the breed of their sheep, which such sea-girt pastures can best preserve from being debased by mixing with sheep of inferior quality; to be careful to obtain the best kinds for breeding from, especially the rams; to breed only the best species; and to extirpate the inferior kinds as soon as possible†.

If the antient superiority of the British wool shall ever be recovered, it is apparently from the remote islands, that that blessing must be spread over the kingdom; a blessing certainly attainable, under the favour of the Almighty disposer of all events, by judicious and persevering efforts. The societies who shall succeed in their most meritorious endeavours to render Great Britain entirely independent of foreigners for the materials of so important a manufacture, will surely deserve the very highest praise and gratitude and the most distinguished honours from their country.

The prosecution of the trade in sea-otter furs on the west coast of America (of the commencement of which some account has already been given) involved us in a contest with the court of Spain. In the beginning of the year 1786 some British merchants residing in India fitted out two vessels, called the Nootka and the Sea-otter, under the command of Captain Meares, for the fur trade on the west coast of America. The later vessel was unfortunately lost: and the former, after suffering prodigious hardships and losing many of the people by wintering on the American coast, returned to China in the end of the year

* For an experiment, the committee got some of the stockings *decomposed*, or reduced to the state of wool, which, after being carded, was put into the hands of Mr. Izett, hat-maker in Edinburgh, who found it capable of being worked into very good hats.

† From the communications of the ministers of several of the islands, for Sir John Sinclair's *Statistical account of Scotland*, it appears that they already possess a breed of sheep producing wool of a very fine quality, though not equal to the best Shetland wool.

1787 *. In 1788 Captain Meares again proceeded to the west coast of America in the ship *Felice*, having under his direction the *Iphigenia* commanded by Captain Douglas. The vessels were fitted out at Macao, a port in an island near Canton in China, and navigated under Portuguese colours. In Nootka sound Captain Meares built a house upon ground purchased from the natives; and from thence he ranged along the shore in search of sea-otter skins, while a part of his people, remaining at the new settlement, were employed in building a schooner of about forty tons with the timber of the country, which was launched by the name of the *North-west America*, as being the first vessel ever built on that coast. About the end of the year 1788 Captain Meares arrived in China with a cargo of furs, having left the *Iphigenia* and the *North-west America* to prosecute the trade on the coast.

About the same time (December 1788) the *Prince of Wales* and *Princess-royal*, belonging to Messieurs Etches and Company of London, arrived at Canton from a trading voyage on the west coast of America. The merchants residing in India being desirous of avoiding a competition of interests, an agreement of partnership was entered into, in virtue of which the merchants of London, by their supercargo Mr. John Etches, and the merchants residing in India, threw their vessels and other property engaged in the trade into a joint stock. In consequence of this new arrangement the *Prince of Wales* was dispatched to London with a cargo of tea; and the *Argonaut*, a ship built at Calcutta and now bought for the trade, together with the *Princess-royal*, were sent to the coast of America, under the command of Captain Colnett, in the spring of the year 1789, with a stock of articles sufficient for a trade of three years†. These vessels also carried several artificers and about seventy natives of China, who intended to become settlers on the American coast under the auspices of the associated company.

The Spanish government, still keeping up their antient pretensions to the sovereignty of the whole continent of America, sent two ships of war to seize every vessel they could find upon the coast. They arrived at Nootka sound in April 1789, took possession of the house erected by Captain Meares, seized the *Iphigenia*, and treated the officers and people with great rigour. After detaining the vessel some time, and stripping her of her merchandize, stores, charts, instruments, &c. the Spanish commander permitted her to depart, and she arrived in China in October 1789.

In June the *North-west America* unfortunately arrived with a cargo of furs in Nootka sound, and was immediately seized and sent on a trading voyage, by the Spanish commander. In the same month the *Princess-*

* For the proceeds of this voyage, see above, p. 177.

† The East-India company considered this out-fit in China as contrary to the terms of their licence to Mr. Etches.

royal also arrived in Nootka sound, and was allowed to depart by the Spaniard, who then put onboard her the furs taken out of the schooner, except twelve of the best of them. In the beginning of July the Argonaut arrived, and, Captain Colnett unfortunately trusting to the fair speeches of the Spanish commander, not only his own ship, but also the Princess-royal, which returned for instructions from him, were seized, and sent to St. Blas, a Spanish port on the west coast of Mexico.

While the British vessels were thus seized, and their officers and crews treated with cruelty and insult by the Spanish commander, the Columbia and the Washington, two American vessels under the command of Captain Kendrick *, which were then also in Nootka sound upon the same business of collecting sea-otter furs, were favourably treated by him, and were employed to carry the British seamen, and such part of the furs as he thought proper to restore, to China, for which, by his order, they were to have the extravagant allowance of thirty per cent on the amount of the sales in the name of freight.

This affair produced remonstrances from both courts. The Spaniards made the first complaint, and required, that British vessels might be ordered to abstain from trading or fishing on the west coast of America, in respect to the exclusive right of sovereignty, navigation, and commerce, in that part of the world, belonging to the crown of Spain. In answer to this demand, the British ministry required, that, previous to any consideration of the matter of right, Spain should make atonement for the insult offered to the British flag, and the depredations committed on the property of British subjects. Mr. Fitzherbert, the British ambassador extraordinary to the court of Spain, insisted, not only on reparation for the losses and satisfaction for the insult, but also on an acknowledgement of the right to trade, and to establish settlements, with the consent of the natives, on those parts of the coasts of America where no European nation had previously made any settlements. And the Spanish court, without, however, giving up any part of their claim of sovereignty, consented to make full reparation to the parties injured (July 24th).

In the meantime a powerful fleet was fitted out by Great Britain in order to give effect to the negotiation, or to be ready for hostilities, if the negotiation should fail. The Spanish court, appearing sincerely inclined to pacific measures, agreed to every thing that was demanded; and a convention was signed by Mr. Fitzherbert and the conde de Florida Blanca (October 28th), whereby

Articles 1st, 2^d) Spain agreed to restore the buildings and tract of land

* Captain Kendrick, apparently with a view to establish a permanent settlement, purchased a tract of land, 240 miles square, from the natives. These

vessels, the first which carried the flag of the United States into that part of the ocean, sailed from Boston. [*Wadstrom on colonization*, p. 363.]

taken from the British subjects on the north-west coast of America in April 1789, and to make reparation for all subsequent acts of violence*.

3) The right of navigating and fishing in the Pacific ocean, and of landing and making settlements for the sake of carrying on their commerce, was equally secured to both nations, under the following restrictions.

4) British subjects must not make the navigation and fishery in the Pacific a pretext for carrying on an illicit trade with the Spanish settlements, and must therefor not approach within ten sea leagues of any part of the coast occupied by the Spaniards†.

5) The Spanish and British subjects have equal liberty to trade at Nootka, and in all parts of the north-west coast of America, and the islands adjacent, situated to the northward of the settlements already occupied by Spain, without any hinderance from any settlement made, or to be made, by either nation after April 1789.

6) No settlement is to be made by either nation on the east or west coasts of South America to the southward of the settlements already made by Spain; both nations having the liberty of landing in the prosecution of their fisheries, and of erecting temporary huts, &c. for their accommodation in that business.

7) In case of any infraction of this convention the officers of either power must refrain from violence, and content themselves with representing the affair to their court, that it may be amicably adjusted.

Thus was this dispute, which for some time was supposed to have a very threatening aspect, terminated without a war: and henceforth our adventurers in those seas know better upon what ground they stand. It is to be lamented, however, that the expense of the armament provided on this occasion was above three millions, a sum, which even the gross proceeds of the trade in dispute will most probably never be equal to the interest of.

The manufacture of sugar from the juice of a species of maple tree, which grows spontaneously in many of the uncultivated parts of America, was said to have now become an object of considerable importance. It appears to have been first attempted about the year 1752: and it was occasionally attended to by some of the farmers of New England as a branch of rural economy, but upon so contracted a scale, that it was thought a great matter, when one man made about 600 pounds of it in the year 1765. During the American war the difficulty of procuring West-India sugar turned the attention of a greater number of people to

* The business was not finally settled till the 12th of February 1793, when Sir Ralph Woodford and Don Manuel de las Heras signed a convention at Whitehall, whereby the sum to be paid by Spain, besides the restitution of the vessels, was fixed at 210,000 dollars.

† It may be asked, whether our commanders are furnished with a complete list of the Spanish settlements, the knowledge of their position, and the means of measuring thirty miles of east-and-west distance from a coast unknown to them, and perhaps unseen.

that species of manufacture. And since the peace many, especially in the northern states, who disapproved of Negro slavery, have thought it meritorious to promote the manufacture and consumption of a sugar, which can be provided without the labour of slaves. This manufacture has the extraordinary advantages over that of the West-India sugar, that the tree grows without requiring any attention to its culture, and continues several years to yield the saccharine juice, and that the season for making sugar is chiefly in February and March, frost being necessary to make the liquor run from the trees, when many other branches of rural industry are suspended by the extreme rigour of the season in a great part of America: and it grows rather more plentifully in the northern regions, where the great length of the winter renders it almost impossible for the farmer to maintain the number of servants requisite to perform the work necessary to be done in the few weeks of summer. Hence the manufacture of sugar becomes an important object to fill up the industry of the farmers of Canada and Nova Scotia, whose labours hitherto have been rather unprofitable for about half the year: and the country people bring sugar to market at Quebec, Halifax, &c. as regular as other country produce.

Though the people in the middle states of America had been accustomed to make small quantities of maple sugar, it was not till the year 1790, that they began to pay any considerable attention to that branch of husbandry. It was then taken up as an important national object: and some refined maple sugar was sold in Philadelphia, which was pronounced equal to any loaf sugar made from West-India muscovado sugar.

The quantity of sugar imported into Philadelphia on an average of five years 1785—1789 was - - - pounds 5,692,848

Loaf sugar in the same time - - - 4,480

and 543,900 gallons of melasses, considered as equal to - 2,719,500

Total quantity of sugar annually consumed in Philadelphia and the country supplied from it - - - } 8,416,828

In proportion to this quantity, ascertained by official document, the sugar necessary for the whole of the United states was estimated to be about forty-two millions of pounds, which quantity, it is supposed, may be produced from 263,000 acres of land bearing the sugar maple: and it is asserted that there are eight counties in New York and Pennsylvania, any one of which is more than sufficient to supply the whole of that large quantity, with scarcely any interruption to the other avocations of the farmer, as two men, one woman, and a child of ten years of age, are capable of performing all the labour necessary in producing 1,000 pounds of sugar in the two months of February and March*.

* In the family of one planter in Tennessee 1,000 pounds of sugar were made by his children in five boilers (3 of 16, 1 of 30, and 1 of 10 gallons) from the juice of about 90 trees. He estimates one pound of sugar to be the produce of eight gallons of juice, (nearly the same as the proportion of salt obtained

If New York and Pennsylvania are capable of supplying the whole of the United States with sugar, and that apparently very profitable branch of industry shall become an object of general attention, the West-India planters may meet with formidable rivals in the European market.

A very considerable improvement, which unites the opposite advantages of flat and sharp-built vessels, was introduced by Captain Schank of the royal navy. It consists in making three wells, or water-tight openings, from the bottom up to the deck in the middle of the vessel, wherein frames of plank, fitted to act as moveable partial keels, are let down under the level of the bottom as occasion requires. When the vessel is on a wind, all the three are let down; and they may be lowered more or less, according to the judgement of the commander, in order to assist the helm, or gain the wind; when she is tacking, or lying to, only the headmost is let down; when wearing, or scudding in a gale of wind, only the after one: and the whole are hove close up, when she goes before the wind, or has occasion to go over a shoal. These keels are of eminent use in going about, as the vessel loses no way: and she may be steered by them very correctly without the use of the rudder; a matter of prodigious importance, when the rudder happens to be carried away. Captain Schank having tried the principle of his sliding, or dropping, keels upon boats, in the year 1774 at Boston in New England, and in 1789 at Deptford, a cutter of twelve guns was now built under his direction, which was found fully to possess all the advantages expected from it; and many vessels have since been built for government upon the same principle*. It is the opinion of good judges, that the same principle, if applied in building vessels for the merchant service, would be of very great utility, especially to coasters, which have occasion to be much in shallow water, and to go over shoals, and also to vessels carrying grain and other cargoes liable to shift. Such vessels would also be of great service in navigating the deeper canals, which extend from sea to sea.

The French trade to the East-Indies was again laid open to the whole

obtained from sea water) whence it is evident, that there must be a very great consumption of fuel to evaporate about $\frac{7}{8}$ of the liquor; a circumstance which renders such a process practicable only, where fuel is to be had for the cutting.

Perhaps the cutting of the fuel is not taken into these accounts of the labour requisite to produce 1,000 pounds of sugar.

The maple sugar is described by Raynal, who says 20 pounds of liquor produce a pound of sugar. [*Hist. phil. et pol. V. ix, p. 92.*]

* It is proper to observe, that some vessels have been built with only two keels, one at each end, which, instead of answering the beneficial purposes

effected by the three keels, have been found to act as levers in straining the vessel, when going upon a wind, and have brought the improvement into some discredit with those, who do not distinguish between vessels built upon the principle, and those built in opposition to the principle, of the invention.

I have thought it necessary to be rather particular in describing the position and management of the sliding keels, because they have been supposed by many to be three *parallel* keels, somewhat of the nature of the Dutch lee-boards, or the three keels of an ice-beat.

nation by the national assembly. They also abolished the pernicious and partial tax upon salt, which had for ages oppressed the people, and provoked desperate smuggling and frequent tumults, together with the taxes upon oil, soap, starch, leather, and iron; and they also abolished the heavy tax upon tobacco. And instead of them a light tax was imposed upon fixed property, and also a rate per cent upon personal property and annuities, a duty upon patents, and stamp duties upon contracts and other writings. In consequence of these alterations, salt and tobacco became for the first time considerable articles of general commerce in France. The assembly restored the property of the protestants, which had been seized on the revocation of the edict of Nantes, to their descendents; and they relieved the Jews from the heavy extra tax levied upon them. They also ordered, that justice should be administered gratuitously to all the people: and they established a board of conciliation in every district, to which the parties were to be summoned, and proper means used to bring them to an amicable adjustment of their differences*.

December 29th—The following additional duties of excise were imposed upon foreign spiritous liquors, viz.

Rum of the British colonies to pay upon im- portation, or when delivered out, if already warehoused	- - -	} 8 <i>d.</i> and if above proof 1 <i>¼</i> } per gallon.
Brandy, and other foreign spirits, single	- 10 <i>d.</i> and above proof 1 <i>⅔</i>	

Spirits of the British plantations may be warehoused without paying the duty: and this additional duty is allowed to be drawn back on spirits shipped for stores.

Additional duties were also laid upon home-made spirits. And it was declared, that all these duties should cease, as soon as £800,000, to be now raised by exchequer bills, should be paid off. [31 *Geo. III.*, c. 1.]

Additional duties of excise were also laid on malt, and an addition of ten per cent on several other taxes, for the same purpose; which were also to cease, when that purpose should be effected. [c. 2.]

In consequence of the permission contained in the act 28 *Geo. III.*, c. 6, there were imported this year from the United States into Nova Scotia 40,000 barrels of bread and meal, and 80,000 bushels of grain: and also 54,000 staves and heading, 16,000 hoops, 924,980 feet of boards, and 285,000 shingles. This importation affords a clear proof, after a trial of seven years, that Nova Scotia is very far indeed from being able to supply the West-Indies with provisions; and, what is more surprising in an uncultivated country covered with trees, that it even stands in need of lumber for building houses, and making casks for the fish, which are likely to continue the principal article of its trade.

The French planters in S^t. Domingo found a method of refining sugar with the juice of limes and other acid fruits. This year Mr. Millet, a refiner of S^t. Domingo, removed to Jamaica, where he carried on his

* With the merits or demerits of the revolution in France this work has no concern. But the author might be accused of neglect, if such important revolutions in the commercial system of that country were entirely overlooked.

business with great success. Mr. Edwards, from whom I borrow this information, saw sugar refined by him with no other material than the juice of limes and Seville oranges, (which grow wild, and cost only the trouble of the negro children to gather them) which for transparency and elegance surpassed the finest triple-refined sugar of the London refiners. [*Hist. of the West-Indies*, V. ii, p. 474.]

A vessel arrived at Leith with a cargo of marble from the Western islands of Scotland, where it is very plentiful. It proved so beautiful, that there can be henceforth no necessity for importing marble from Italy, or any other foreign country *. Many other valuable minerals were also discovered by Mr. Raspe, a gentleman of great eminence in mineralogy, in those sequestered islands, which have during several centuries, been so much neglected and unknown.

Mines of copper and iron were begun this year to be worked in Shetland, which were said to be very productive.

The fishery of pilchards on the coast of Cornwall was uncommonly abundant this year. The little town of Mevagissey cured 10,000 hogfish-heads, which would have been a fund of wealth to the inhabitants, if the high price of salt, whereof six bushels are required to every hogfish-head did not carry off the greatest part of the proceeds.

The following is an account of the vessels belonging to the British dominions, with their registered tonnage and usual number of men, on the 30th of September 1790.

	Vessels.	Tuns.	Men.
England	10,053	1,134,531	83,325
Scotland	2,007	152,584	13,041
Ireland	1,136	68,483	6,738
Colonies	1,578	90,599	8,106
Guernsey, Jersey, &c.	168	12,473	1,070
Mann	73	2,153	276
Total	15,015	1,460,823	112,556

There were built and registered in the several ports of the British empire, in the course of this year, 725 vessels measuring 68,695 tons.

The net revenue of the customs, including the West-India four-and-a-half-per-cent duty, paid into the exchequer in the course of the year, was

from the custom-house in London	-	-	£3,732,822	18	10
from the custom-house in Edinburgh	-	-	50,000	0	0

Total net revenue of the customs of Great Britain	£3,782,822	18	10
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There were coined at the mint, in the course of this year,			
56,940 pounds of gold, value	-	-	£2,660,521
and no silver.			10 0

* We learn from Mr. Frazer, the minister of Kilmalie in Inverness-shire, that a great part of Ben Nevis consists of very beautiful marble. [*Statistical account of Scotland*, V. viii, p. 419.] Ben Nevis, believed to be the highest mountain in Great Britain, is close to a navigable arm of the sea. When the Crinan canal is completed, it will be very easy to transport the marble, ready cut in proper convenient pieces, at a moderate expense to Glasgow; and, by the help of the great canal, also to Edinburgh, and even to London, where it

might be afforded cheap enough, as marble and lime-stone are now exempted from the duties laid on stone carried coastways, to induce those who build on their own ground, or on perpetual leaseholds, to erect houses of solid marble and good lime with roofs of the best slate. As London in its present state will be all rebuilt in the course of a few years, the patriot, if any such shall ever arise, who shall accomplish so noble a change, may, if he lives to old age, repeat the famous saying of Augustus, that he found a city of bricks, and left a city of marble.

The official value of the imports and exports of Great Britain during the year 1790 was as follows.

Countries, &c.	Imported into			Exported from		
	ENGLAND.		SCOTLAND.	ENGLAND.		SCOTLAND.
	British merchandise.	Foreign merchandise.	Total.	British merchandise.	Foreign merchandise.	Total.
Denmark, &c.	£121,686 15 5	£28,173 9 6	£150,859 14 1	£131,598 12 10	119,123 19 9	£251,022 12 7
Russia	1,400,634 18 10	309,739 6 0	1,710,373 24 10	244,412 9 8	187,328 3 10	431,740 13 6
Sweden	232,394 1 0	48,124 15 6	280,518 16 6	27,001 8 9	32,749 2 8	59,750 11 5
Poland	99,066 1 6	15,082 3 2	114,148 4 8	39,195 7 5	12,253 9 4	51,448 16 9
Prussia	512,907 4 6	61,293 10 0	574,200 14 6	40,036 4 10	21,177 10 11	61,213 15 9
Germany	530,301 13 0	72,006 13 1	602,307 26 1	782,127 6 5	901,655 11 0	1,683,782 17 5
Holland	559,609 7 10	155,098 8 0	714,707 15 10	636,071 4 6	559,146 15 10	1,195,218 0 4
France	145,950 7 4	15,543 0 10	161,493 7 14	302,388 17 7	568,974 15 7	871,363 13 2
Portugal	589,828 7 8	31,687 5 5	621,515 13 3	524,565 12 6	322,300 6 8	846,865 19 2
Madeira	704,885 7 4	1,131 10 11	706,016 10 11	29,429 9 6	6,648 18 5	36,078 7 11
Spain	9,202 17 4	16,954 8 9	26,156 26 3	554,951 10 10	22,664 15 0	577,615 13 10
Canaries	9,217 5 2		9,217 5 2	26,609 1 2	80,262 15 4	635,214 6 1
Straits	32,735 3 2		32,735 3 2	125,998 13 9	390 14 4	27,089 15 6
Gibraltar	4,600 11 8		4,600 11 8	62,597 7 5	15,261 6 2	77,858 13 7
Italy	886,760 15 9	16,834 7 5	903,594 22 4	782,938 1 4	76,522 14 6	859,460 15 10
Venice	69,252 16 6		69,252 16 6	10,301 7 5	7,676 9 3	17,977 16 8
Turkey	249,187 14 10		249,187 14 10	70,526 3 6	42,653 13 7	113,179 17 1
Ireland	2,203,098 13 11	370,648 6 1	2,573,746 19 12	1,114,392 15 6	823,145 11 4	1,937,538 6 10
Maun	18,241 2 4	783 17 5	18,924 19 9	18,031 9 5	12,904 12 6	30,936 1 11
Guernsey, &c.	50,026 10 7	142 15 4	50,168 25 1	72,024 0 5	17,645 19 6	89,669 19 11
Greenland	75,684 9 6	14,066 16 6	89,750 26 2		1,171 4 1	1,171 4 1
United states	1,043,388 19 0	147,683 2 9	1,191,071 21 9	3,018,423 13 11	239,813 17 1	3,258,237 11 0
British colonies	229,562 1 6	9,478 6 0	239,040 7 6	578,262 0 11	188,721 11 0	766,983 11 11
British	3,497,298 16 0	356,905 16 7	3,854,203 32 7	1,420,029 8 7	155,314 19 11	1,575,344 8 6
Foreign	213,041 4 6	16,059 5 3	229,100 9 9	33,711 5 7	4,944 4 10	38,655 10 5
Asia	3,149,870 14 4		3,149,870 14 4	2,298,152 18 0	88,167 10 8	2,386,320 8 8
Africa	71,800 15 7		71,800 15 7	609,820 18 5	319,382 5 10	929,203 4 3
Totals	17,442,549 0 9	1,088,337 4 6	18,530,886 5 3	14,056,633 9 6	4,828,082 18 10	18,884,716 7 10

Summary.

Imports of	{	Exports of		Totals.	
		England	Scotland	British merchandise.	Foreign merchandise.
{	{	£17,442,549 0 9	£14,056,633 9 6	£4,828,082 18 10	£18,884,716 7 10
{	{	1,088,337 4 6	864,451 0 7	370,954 8 9	1,235,405 9 4
		£19,130,886 5 3	£14,921,084 9 7	£5,199,037 7 7	£20,120,121 17 2

The following is an Account of the number of vessels with their tonnage, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1790.

ENGLAND.										SCOTLAND.									
Inward.					Outward.					Inward.					Outward.				
British.		Foreign.		Countries, from and to.	British.		Foreign.			British.		Foreign.			British.		Foreign.		
Vessels.	Tonn.	Vessels.	Tonn.		Vessels.	Tonn.	Vessels.	Tonn.		Vessels.	Tonn.	Vessels.	Tonn.		Vessels.	Tonn.	Vessels.	Tonn.	
164	21,335	475	87,521	263	47,222	174	34,261	108	8,704	100	9,332	85	9,177	14	1,526				
547	132,418	14	4,462	217	55,911	12	2,343	160	21,006			35	4,995						
71	13,421			21	4,410														
10	2,225	1	40	6	827														
185	30,153	13	2,553	75	10,808	3	351	107	7,124			79	6,889						
28	4,030	10	3,244	4	577	1	320	34	3,318	2	408	2	200					118	
556	133,146	350	43,753	111	27,924	73	14,975	185	32,311	4	440	35	7,026					100	
34	7,942	25	7,258	12	2,471	17	4,184												
120	15,547	239	10,535	191	30,571	69	12,124	70	6,030	1	124	102	9,353						
11	1,256	11	2,162	15	1,912	17	2,572												
803	107,807	491	32,182	879	121,156	150	11,552	133	11,297	4	316	92	9,349					186	
356	36,887	9	1,600	310	36,236	36	3,803					2	166						
1,198	82,380	344	11,820	1,167	91,733	251	9,026	16	1,577	1	140	21	2,095					264	
427	54,835	5	474	205	28,952	10	1,935	33	3,561	1	44	17	2,024					70	
9	790	4	436	4	4,514	2	230												
262	30,869	50	4,683	150	19,590	54	5,766	15	1,484			18	1,662						
11	1,973			7	949														
8	1,948			51	9,565	3	1,078					1	130						
43	5,146	1	75	122	15,968	13	1,917	13	2,021			10	1,282						
2	248					1	86												
37	5,896			3	445														
				6	976														
1	110			2	250														
35	5,071			5	777														
17	2,000			9	1,100														
28	4,783			22	4,150														
1	194																		
2,411	180,192	17	2,326	4,927	408,839			2,013	103,307	1	187	1,297	71,108						
99	4,236			106	4,595			29	684			11	419						
321	17,212			327	17,251							1	102						
130	30,290			93	26,037			22	5,898			23	6,295						
36	10,120			33	7,262														
269	56,015	226	42,065	189	40,768	201	36,918	43	8,182	20	3,169	56	10,209					2,523	
199	24,983			362	44,155			10	1,348			31	4,854						
2	458	1	100	3	507														
40	8,757			16	4,488			1	159			2	466						
516	126,073	1	150	438	110,312			68	13,246			83	16,260						
1	224			2	314			2	324										
33	27,122			31	26,408														
46	6,078			156	26,921														
7	620			12	1,379														
3	302																		
9,077	1,196,039	2,257	263,430	10,555	1,235,142	1,092	144,187	3,064	232,337	134	14,160	2,005	164,091	38	4,787				

The following Account of the quantities of corn exported and imported, from the year 1780 to the end of 1790, is a continuation of the account already given, which began with the commencement of the corn register.

	Exported from					Imported into				
	ENGLAND.			SCOTLAND.		ENGLAND.		SCOTLAND.		
	British, quarters.	Foreign, quarters.	Bounties and drawbacks paid.	British, quarters.	Bounties and drawbacks paid.	Quarters	Duties received. £. s. d.	Quarters.	Duties received. £. s.	
1781	Wheat	2,294	1,726	82		143,772				
	Wheat meal and flour	86,045	3,536	9,336		15,924		99		
	Rye	2,550	150	drawbacks £46 9 2		10,743				
	Barley	21,711				56				
	Malt	107,928		bounties 5,040	bounties	4,275 4 9				
	Oats	7,992	18,215	26,617 3 10	1,171	5,653 10 9		53,576		
	Oatmeal	8,563	116	5,660		367			447 6	
	Peas and beans	18,074	720	550		17,752				
	Barley and bear and barley meal			15,869						
	Biscuit, cwt.			6,383				43		
1782	Wheat	6,497	1,040	552		76,079		666		
	Wheat meal and flour	123,495	2,332	11,235		3,700		250		
	Rye	3,994	49	drawbacks 55 7 1						
	Barley	28,351	5			11,954	2,270 2 7	1,638	79 14	
	Malt	79,324		bounties 7,052	bounties	5,633 3 5				
	Oats	10,555	7,018	42,281 3 11	1,089	33,758		3,929		
	Oatmeal	2,113	40	2,501				875		
	Peas and beans	24,626	1,086	416		8,172		386		
	Barley and bear			12,935						
	Barley meal			28						
1783	Wheat	4,541	13,695	4,869		484,921		78,844		
	Wheat flour	25,952	981	1,904		20,240		178		
	Rye	431	2,873	drawbacks 60		74,465		6,706		
	Barley	5,395	1,321	461 11 3	1,383	87,884		57,030		
	Malt	45,919		bounties	bounties	17,062 9				
	Oats	7,978	2,405	13,117 9 3	185	166,222		61,504	3,547 4	
	Oatmeal	1,193		64		9		1,207		
	Peas and beans	12,865	27	67		18,522		13,093		
	Rye flour					124				
	Indian corn					2				
1784	Barley meal			47				12		
	Wheat	35,446	6,955	3,003		169,810		42,109		
	Wheat flour	38,867	2,139	drawbacks 2,877		4,783		245		
	Rye	5,821	800	255 3 5	110	23,722		1,057		
	Barley	18,676	2,747	50		43,729		33,453		
	Malt	45,415		bounties 950 6 3			7,406 15 5			
	Oats	8,527	1,087	bounties 1,073		175,765		78,962	2,522 15	
	Oatmeal	2,752		71		648		11,623		
	Peas and beans	10,056	731	189		30,962		14,854		
	Bear			2,740						
1785	Indian corn					46				
	Wheat	65,213	6,312	569		85,796		13,277		
	Wheat flour	59,564	116	911		11,778		12		
	Rye	12,492	397	drawbacks 274		28,738		23		
	Barley	58,427	108	207 1 6	12,192	63,666		3,564	1,119 1	
	Malt	91,042		bounties 4,678	bounties	3,848 8 10				
	Oats	13,120	1,605	4,940		281,018	6,249 15 6	37,681		
	Oatmeal	495	33	5,080		4,431		50,958		
	Peas and beans	12,805	2,639	460		16,091		722		
	Bear			4,770						
	Indian corn					15				

	Exported from					Imported into							
	ENGLAND.			SCOTLAND.		ENGLAND.			SCOTLAND.				
	British, quarters.	Foreign, quarters	Bounties and drawbacks paid.	British, quarters.	Bounties and drawbacks paid.	Quarters.	Duties received. £. s. d.			Quarters.	Duties received. £. s. d.		
Wheat	128,114	9,888		507		47,961							
Wheat flour	64,855	1,303	drawbacks	798		3,502							
Barley	5,467	1,269	79 19 4			311				1			
Oats	14,973	1,423		9,437	bounties	50,143				12,231			
Peas and beans	79,656		bounties	6,108	2,830 1 10		5,556	2 9		43,056	714	8 0	
Peas and beans	12,215	1,324	50,973 18 6	2,300		405,334				23,320			
Peas and beans	1,147	104		2,113		6,763				180			
Peas and beans	15,257	574		478		35,529							
Peas and beans				10,235									
Peas and beans	75,360	335		4		46,973				9,876			
Peas and beans	43,949	95	drawbacks	794		2,435				55			
Peas and beans	12,683		9 5 11			2,702				4,352			
Peas and beans	19,885	1,323		1,588	bounties	17,783				25,461	1,564	7 7	
Peas and beans	111,016		bounties	1,276	1,097 1 4		5,061	12 2					
Peas and beans	11,152	2,113	55,882 17 5	1,258		394,186				73,241			
Peas and beans	1,107			1,469		1,793				42,784			
Peas and beans	16,491	1,211		558		39,180				3,705			
Peas and beans				3,620									
Peas and beans						28							
Peas and beans	49,769	8,241				116,936				25,111			
Peas and beans	24,208	368		384		6,302				361			
Peas and beans	121												
Peas and beans	30,929		bounties	291	bounties								
Peas and beans	62,187	171	44,206 1 11	885	976 10 4	10,685	5,344	3 4		794	1,821	11 6	
Peas and beans	146,280			3,287									
Peas and beans	11,443	907		1,081		331,053				48,804			
Peas and beans	619			368		2,086				31,883			
Peas and beans	13,453	1,060		622		10,282				619			
Peas and beans		1				17							
Peas and beans				2,250									
Peas and beans	66,820	6,983		3,289		72,379				19,722			
Peas and beans	185,770	3,310		2,346		16,172				2,228			
Peas and beans	37,089	2,718		139		14,844							
Peas and beans	19,019	360	bounties	19,227	bounties	8,749				2,378			
Peas and beans	125,049		76,551 16 1	9,799	5,999 5 0		4,814	3 7		63,754	1,334	1 9	
Peas and beans	23,997	1,434		1,402		359,754							
Peas and beans	537	104		5,118		6,213							
Peas and beans	23,305	4,364		222		261				130			
Peas and beans				11,033									
Peas and beans						54							
Peas and beans	11	742		1,296		174,534				25,041			
Peas and beans		cwts.											
Peas and beans	23,503	12,434		1,094		65,862				333			
Peas and beans	47					21,683							
Peas and beans	18,829	55	bounties	216	bounties	24,267				5,850			
Peas and beans	31,695		10,173 15 2	369	464 13 10		10,856	17 3		87,996	1,630	6 2	
Peas and beans	11,233	1,368		387		614,768				24,611			
Peas and beans	1,033	8		246		7,798				192			
Peas and beans	15,936	1,259		382		42,994							
Peas and beans		5,496				10,546							
Peas and beans				10									

E e

1791, March 25th —The house of commons gave notice to the East-India company, that on the 31st of March 1794 the capital or debt of £4,200,000 owing to them by the public, together with all interest due upon it, should be paid off, that parliament might be at liberty, agreeable to the terms of the contract between the public and the company, which requires three years' notice, to lay the trade to India open. And from some subsequent investigations it appears to have been really in contemplation to admit the vessels of private individuals to a participation of the commerce of India.

In consequence of an act of the legislature of the United states of America, passed in March 1790, an enumeration of the whole inhabitants was made between August 1790 and April 1791; and the numbers in each state were found to be as follows.

	Free people.	Slaves.	Total.
Vermont contained - - -	85,523	16	85,539
New Hampshire - - -	141,027	158	141,185
{ Maine - - -	96,540	none	96,540
{ Massachusetts - - -	378,787	none	378,787
Rhode island - - -	67,877	948	68,825
Connecticut - - -	235,182	2,764	237,946
New York - - -	318,796	21,324	340,120
New Jersey - - -	172,686	11,453	184,139
Pennsylvania - - -	430,636	3,737	434,373
Delaware - - -	50,207	8,887	59,094
Maryland - - -	216,692	103,036	319,728
Virginia - - -	454,983	292,627	747,610
Kentucky - - -	61,247	12,430	73,677
North Carolina - - -	293,179	100,572	393,751
South Carolina - - -			249,073
Georgia - - -	53,284	29,264	82,548
South-west territory - - -	32,274	3,417	35,691
Total - - -			3,928,626

besides the North-west territory, the population of which, exclusive of the military, was supposed to be only a few thousands; whence the whole number of people, of all sorts, then in the territories of the United states, appears to have been very near FOUR MILLIONS.

Two American writers of distinguished merit and eminence have entertained very opposite opinions respecting the policy of pushing forward the population of America beyond the natural increase, by holding out invitations to European emigrants. Mr. Jefferson, author of *Notes on Virginia*, apprehended dangerous consequences from too rapid an influx, and too great a proportion of foreign-born people, many of them bred up under arbitrary governments, and either infected with their principles, or, if disgusted with tyranny and oppression, apt to run into the extremes of licentiousness, who, in virtue of their citizenship, must be admitted to a participation of legislative authority, whence there must

proceed a pernicious mixture of heterogeneous and contradictory manners, languages, and principles. He however excepted useful artificers, to obtain whom every encouragement should be held out.

On the other hand Mr. Coxe, in his *View of the United States*, has employed three chapters in setting forth the advantages, which foreigners may expect from purchasing and settling lands, or establishing manufactures, in America : and he considers the increase of population, which, indeed, has been wonderfully great and rapid, as a very important advantage.

April 11th—An additional duty of 2/8 per hundredweight was imposed upon sugar, which like some other duties imposed in the beginning of this session, was intended for paying off exchequer bills, and to cease when that object should be accomplished. [31 *Geo. III*, c. 15.]

June—For the same purpose additional duties were also laid on receipts, bills of exchange, &c. But they were made permanent. [c. 25.]

The skins of seals, caught by British vessels in the Southern fishery, and cured with salt taken in at the Cape de Verde islands, were allowed to be imported free of any duty, the commander making oath, that the skins were obtained according to the regulations of the act 26 *Geo. III*, c. 50, and that the salt was not carried from Great Britain. And moreover, any superfluous salt or brine, found among the skins, must be destroyed. [c. 26.]

An additional custom duty of 15/ per dozen was imposed on the importation of tanned goat and sheep skins. The excise duties paid by the tanners on goat skins tanned with shomack, or ‘tanned for roans (being ‘after the nature of Spanish leather)’ were repealed, and new duties, to be reckoned by the number, were substituted for the former ones reckoned by the weight. [c. 27.]

The corn laws were consolidated into one act, which, it was hoped, would protect the interests of the cultivator and the consumer. It was declared lawful to buy corn to sell again, and to lay it up in granaries, whatever the price might be. In order to encourage agriculture it was enacted, that, whenever it appears by the methods prescribed for ascertaining the prices, that wheat is under 44s, barley, bear, or bigg, under 22s, and oats under 14s, per quarter, the following bounties shall be paid on the exportation of them, viz.

per quarter.			per hundredweight.	
Wheat	-	5/	Wheat meal 1/3 ; wheat flour and biscuit	1/6.
Rye	-	3/	Rye meal and flour	9d.
Barley, bear, &c. and malt	}	2/6	Meal of barley, bear, and bigg	10d.
made of them			Oatmeal	1s.
Oats	-	2/		

No bounty to be allowed on biscuit, unless proved by oath to be made of British wheat, nor on any quantity less than two tuns, shipped as merchandize, besides the quantity necessary for the vessel's stores.

When the price of wheat rises to 46*s*, rye, peas, and beans, to 30*s*, barley, bear, and bigg, to 23*s*, and oats to 15*s*, the exportation of them, or of flour, meal, malt, or bread, made of them, is prohibited on penalty of forfeiture of the vessel and cargo, with a fine of 20*s* for every bushel of grain or flour, and 1*s* for every pound of bread. From this prohibition are exempted—grain necessary for the subsistence of ships of war and garrisons, beans carried to the coast of Africa for the slave trade, and limited allowances of the several species to be shipped from certain ports for Gibraltar, Guernsey, Jersey, Alderney, Mann, the East-India company's settlements, the forts in Africa, the West-Indies, the Bay of Honduras, Hudson's bay, Newfoundland, Nova Scotia, Bay Chaleur, and Labrador. Liberty is also given to export bear or bigg from Orkney to Portugal or elsewhere, under the direction of the committee of the privy council for trade.—Corn, flour, &c. may be exported to Ireland, when there is an embargo on the exportation of them from that kingdom.—In time of war the king is empowered to authorize an increased exportation to a limited amount.

Three several rates of duties, varying according to circumstances, from 6*d* to 24*s*3 on wheat, and in proportion on the other species, according to the market prices, were made payable on importation from foreign countries: and the importation of all kinds of malt, and of meal or flour, made from rye, peas, beans, barley, bear, bigg, and Indian corn, was totally prohibited.—A similar set of duties was enacted for the importation from Ireland and the British colonies in North America.

' In order to promote and extend the commerce of the merchants of this kingdom in foreign corn, and to provide stores, which may be always ready for the relief of his Majesty's subjects in times of dearth,' it was enacted, that foreign corn might be warehoused without paying any duty till it should be delivered out for home consumption.

The act contains a multiplicity of regulations for the coasting carriage of corn, and for carrying it upon the canal between the Forth and the Clyde; and it also contains a new distribution of the maritime parts of Great Britain into districts for the purpose of regulating the imports and exports of corn, and the various rates of duties; and a list of the places, which by their market prices are to regulate the trade in each district. And it moreover contains rules to be observed by the inspector of corn returns, the corn factors and dealers, and the receiver of corn returns, who is directed to publish the average prices of every week in the London gazette. [c. 30.]

The constitution of the province of Quebec being thought in many respects inapplicable to the present condition of it, it was thought expedient to divide it into two provinces, to be called Upper Canada and Lower Canada; and to establish a legislative council for each, (the members of which are appointed for life, some of them being moreover distinguished by hereditary titles and legislative authority) and also a house

of assembly, the speaker of which is nominated by the governor, together with a court of civil jurisdiction, and every other requisite of a colonial government. [c. 31.]

The dividends due upon the public funds, which lay unclaimed in the possession of the bank of England had accumulated to £660,000. There can be no doubt, that a sum, which the creditor neglects to call for, must remain with the debtor, and by no means with his agent or banker: and therefor Mr. Pitt, the chancellor of the exchequer, proposed, that £500,000 of that dormant money should be applied to the public service. But the motion was opposed by the directors of the bank, as dangerous to public credit; and the matter was compromised by the nation accepting that sum as a loan from the bank without interest, on condition that a balance of the public money not less than £600,000 (reckoning this loan of £500,000 as part of it) should at all times remain in the hands of the bank, and that the annual allowance to the bank for the management of the public debt should continue at the rate of £450 for every million of the capital. [c. 33.]

The importation of silk crapes and tiffanies of the manufacture of Italy from any other country than Italy was prohibited: and no drawback was thenceforth allowed on re-exporting them. [c. 37.]

The importation of provisions, live stock, lumber, &c. into the British West-Indies by British vessels was permitted from the United States of America, but strictly prohibited from the West-India islands belonging to any foreign European power, by the act 28 Geo. III, c. 6; and the prohibition was now extended to the foreign colonies in South America, the governors of the British West-India islands having still the same dispensing power to permit importation in British vessels in cases of absolute necessity, as before. [c. 38.]

Though regulations had been established for the government of seamen in vessels trading to foreign countries, ever since the beginning of the reign of King George II, which had been found very beneficial to the trade and navigation of this kingdom, no law had yet been passed for regulating those employed in the still more important business of the coasting trade. It was now enacted, that the commander of every vessel of 100 tuns burthen, or upwards, which goes out to the open sea, must enter into articles with his seamen, excepting apprentices, which shall express the wages payable to each man together with the other points of their contract, and be signed by himself and each of the seamen: and in case of disputes the commander is bound to produce the agreement. [c. 39.]

New powers were conferred on the earl of Cornwallis, governor-general of India, whereby he was authorized to make treaties with the native princes in his own name, and to issue orders to the governors and councils of Madras and Bombay, and also to the other servants of

the company, without previously communicating them to the respective governors and councils. The same powers were to devolve on his successor, revokable, however, by the court of directors with the approbation of the board of controul. [c. 40.]

The king in council having issued an order authorizing the importation of 1,000 tons of saltpetre from any country, on security being given by the importer to pay such duty as parliament should determine, and to dispose of it in the manner prescribed, all persons acting under that order were indemnified by act of parliament: and the duty payable on the saltpetre imported by them was fixed at 7/9 per hundredweight. As the manufacturers alleged, that the quantity of saltpetre in the kingdom was still insufficient, the king in council was authorized to permit 1,000 tons more to be imported from any country before the 24th of June 1792 at the same duty of 7/9. As several manufacturers required a more ample supply of saltpetre, the duties on it were lowered to 3d per hundredweight after the 1st of September 1791, excepting such as should be imported by virtue of the orders of the king in council. For the same reason the East-India company were required to put up at their sales every half year 5,000 bags more than the quantity of that article sold by them on the average of their four last sales, at the price of 31/ per hundredweight in time of peace, and 40/ in time of war, and also to deliver annually 500 tons of saltpetre into the king's stores at the average of their upset price for the year: and on failure of either of these requisitions, the king in council may authorize the importation of the necessary quantity from any country at the low duty of 3d.—The bounty allowed on the exportation of gun-powder by act 4 Geo. III, c. 29, and the drawback allowed on saltpetre used in making oil of vitriol, were now withdrawn. [c. 42.]

The following acts of parliament were continued for limited times, viz.

The act for granting bounties on the exportation of certain species of British and Irish linens, and permitting the importation of yarn, continued till 24th June 1792.

The act for importing salt from Europe into Quebec, continued till 24th June 1795.

The act for allowing a bounty on the exportation of British-made cordage, continued for the term of four years.

The acts for encouraging and regulating the fishery in the Greenland seas and Davis's straits, continued till 25th December 1792.—The harpooners, line-managers, and boat-steerers, belonging to the Greenland and Davis's-straits vessels were exempted from being impressed, while sailing in coasting vessels during the intervals between their whaling voyages; as were also seamen for the current season after being regularly shipped.

The act prohibiting the exportation of tools, &c. used in the manufactures of iron and steel, was continued till the end of the next session of parliament.

And the act permitting the free importation of raw goat-skins was made perpetual. [c. 43.]

A still further additional bounty of 1/6 per cask of 50 gallons was granted to encourage the exportation of pilchards. [c. 44.]

The port of Newcastle upon Tyne was added to the list of those in which tobacco and snuff may be imported. [c. 47.]

There was raised by lottery for the public service the sum of £806,250; whereof £302,250 remained a clear profit after paying off the prizes. [c. 53.]

There was a renovation, now become annual, of the act for regulating the slave trade; and there is no further mention of commissioners for estimating the losses, supposed to be suffered by the slave-merchants in consequence of the gentle controul upon their trade*. [c. 54.]

Of a very different stamp was the next act. It incorporated, for thirty-one years, Granville Sharpe Esquire, Samuel Whitbread Esquire, and a number of other benevolent gentlemen, who believed, that the trade in slaves was an insuperable obstacle to the civilization and cultivation of Africa; and that if these objects were duely attended to and encouraged, Africa might soon become an inexhaustible source of raw materials, a vast market for British manufactures, and the theatre of a most extensive trade, founded upon the solid and permanent principles of reciprocal advantage. This society, under the name of the Sierra-Leona company, were invested with the usual powers, privileges, and obligations of a joint-stock company: and they were upon no account to deal in slaves, or to keep any person in slavery. The king was empowered to give the company a grant of the peninsula† of Sierra Leona, or a power to purchase lands from the proprietors of that part of the coast of Africa. The company are directed to publish an account of the state of their funds in the month of April every year in the London Gazette. [c. 55.]

Notwithstanding the several acts, passed in the last and in the present reigns, to prevent frauds in the manufactures of combing wool and worsted yarn, the manufacturers of Norwich and the neighbourhood of

* As a proof of the beneficial effects of the regulating acts upon the slave trade, it is proper to observe that a Liverpool ship, which took in no fewer than 515 slaves, lost *only one* in the middle passage this year; and that the mortality in the harbours of the West-Indies between the day of arrival and the day of sale, which used to be on average $4\frac{1}{2}$ per cent, was now rather under $\frac{1}{2}$ per cent. The vessels which lost the very great numbers in 1783, mentioned by Mr. Wilberforce in

parliament in 1792, probably failed before the commencement of the regulations.

† The boundaries are—the River Sierra Leona on the north, the River Bunch on the east, (but its course is from east to west according to the maps) the River Camaranea on the south, and the Ocean on the west. The tract included within these boundaries cannot, however, with any degree of propriety be called a peninsula.

that city still found themselves grievously distressed by abuses and embezzlements in the process of their business: and therefor several regulations were enacted for the inspection of yarn, and for preventing false reeling and other frauds in that branch of manufacture in the county of Norfolk. [c. 56.]

An act was passed for repairing, enlarging, and preserving, the harbour of Swansea in South Wales. [c. 83.]

A variety of acts were passed for making navigable canals, improving the navigation of rivers, building bridges, making roads, and other local improvements.

August—The Spanish government having issued an order that all foreigners residing in Spain should be divided into two classes, viz. *transient* and *domiciliated*, Messieurs Keith and Macdonald, two British merchants in Alicante, who had chosen the later class, were ordered to leave Alicante within fifteen days, and to take an oath of implicit obedience to the Spanish laws during that time. For neglecting to comply with this order, which must have had ruinous consequences, the governor of Alicante shut them up in the castle. The Spanish ministry immediately disavowed the governor's conduct, and put an order for the release of the two gentlemen into the hands of Lord St. Helens, the British ambassador at Madrid, adding that, unless the governor could make good his charge against Messieurs Keith and Macdonald, he should be compelled to make them ample satisfaction; and that circular letters were forwarded to prevent similar oppressions.

The following account of the settlements in the French colony of St. Domingo, and of the exports from it to France, &c. is taken from the accounts drawn up by order of the legislative assembly of France.

	Number.	Value of lands, buildings, &c.	Value of negroes, &c.	Total value.
Plantations of clayed sugar	451	103,730,000		
— brown sugar	341	61,380,000		
— coffee	2,810	56,200,000		
— cotton	705	21,150,000		
— indigo	3,097	92,910,000		
Other smaller establishments	619	7,130,000		
Negroes of all kinds	455,000		1,137,500,000	
Horses and mules	16,000		6,400,000	
Horned cattle	12,000		1,440,000	
Total value of lands, buildings, &c.				342,500,000
Total value of negroes, horses, &c.				1,145,340,000
Total capital employed in plantations, &c. ..				1,487,840,000

Exports from S^t. Domingo to France from 1st January to 31st December 1791.

	Duties.	Value when sold in France.
Clayed sugar.....70,227,708 pounds ..	2,528,197	65,142,584
Brown sugar.....93,177,512 pounds ..	1,677,195	48,261,372
Coffee.....68,151,180 pounds ..	1,226,720	50,661,028
Cotton.....6,286,126 pounds ..	785,766	10,786,186
Indigo.....930,016 pounds ..	465,008	10,110,112
Cacao.....150,000 pounds ..		120,000
Melasses.....29,502 hogsheads	221,275	1,725,857
Tafia, or rum.....303 barrels ..	1,821	19,995
Tanned hides.....7,887 sides ...	10,377	68,493
Raw hides.....5,186	7,807	85,541
Turtle-shell.....5,000 pounds ..		50,000
Lignum-vitæ, Campeachy, and other woods		40,000
Totals ..	6,924,160	193,377,405

The following information, concerning the trade of S^t. Domingo in the year 1788, is not from the same authority, but was collected by Mr. Edwards, when he was at Cap François in the year 1791.

The trade of the colony with France employed 678 vessels, whereof 580 measuring 189,679 tuns (on an average 327 each) were from France direct, 224 of them being from Bourdeaux, 129 from Nantes, 90 from Marseille, and 80 from Havre de Grace. These 580 vessels carried out linens, woollens, silks, cotton goods, wine and other liquors, flour, bread, salted provisions, &c. to the amount of 86,414,040 livres. The other 98 vessels went by the way of Africa, whence they carried to S^t. Domingo 29,506 negro slaves, who were sold for 61,936,190 livres, being about £60 sterling each.

The Spanish colonists in 259 vessels, measuring 15,417 tuns, imported, chiefly in bullion, to the amount of - - - 9,717,113 and exported in negroes and European manufactures - - - 5,587,515

This is exclusive of the inland trade with the Spaniards living on the same island, of which there is no account.

The trade with the North-Americans and other foreigners was carried on in 763 vessels measuring 55,745 tuns. They imported goods to the amount of - - - 6,821,707 and exported to the amount of - - - 4,409,922

There were also 45 French vessels, measuring 3,475 tuns, employed in the trade with North America. They imported to the value of - 465,081 and exported the produce of the colony to the value of - 525,571 *

Such was the flourishing state of this, by far the most important of the European colonies in the West-Indies, and there was every appearance of continuing and progressive improvement and prosperity. But this noble colony, in consequence of the convulsions produced by the French revolution, and of some inconsistent acts and improper interference of the national assemblies, was now doomed to suffer a dreadful reverse, and to

* This account of the trade of S^t. Domingo may be compared with that already given of its exports to France in the year 1775.

N. B. All the sums in these statements are in

the currency of S^t. Domingo, three livres of which are equal to two of French money, or thirty-six about equivalent to one pound sterling.

become a scene of carnage and desolation, from the effects of which it will require the repose and prosperity of many years to recover it.

In all the West-India colonies there are three classes of people, whose conditions in the community are marked by strong lines of distinction. The first comprehends the white people of all ranks, who enjoy all kinds of political rights according to the constitution of the colony.—The second consists of the free people of colour, some of them black, but mostly of a mixed breed of all the gradations between white and black. In the French West-Indies the people of this class are allowed to possess property of every kind, and some of them are very opulent. Being much more numerous in the French, than in the British, islands in proportion to the whites *, the hatred of the later is rendered more inveterate by jealousy and apprehension, and they are treated with great, and, I may say, authorized, contempt by the very lowest of the whites. In the British islands the child of a mestee by a white (being the fourth in descent from a negro ancestor) enjoys every privilege of a white person : but the laws of the French colonies continued the stigma and disqualifications of the negro blood to the remotest posterity, subjected them to many grievous hardships and labours, and absolutely excluded them from every office, profession, or employment, proper for a gentleman, except that of a planter : so that these unfortunate people enjoyed very few of the natural, or civil, rights of free men. But they accounted themselves very much superior to the slaves, upon whom they retaliated (if I may be permitted the expression) the insults and oppressions they suffered from the whites.—The third, and by far the most numerous, class comprehends all the slaves, whether negroes or of mixed blood, who are the absolute property of their masters as much as their fellow-labourers, the mules and oxen, and cannot be said to possess any political rights whatsoever.—No harmony could at any time be expected to subsist among people with such jarring interests and so many sources of exasperation. It is not surprising then, that the accounts they received of the political state of France served to increase the animosities among those classes in the French West-Indies. In St. Domingo the white people, displeased with the conduct of the national assembly of France, whom they thought inclined to be too favourable to the other classes, elected a colonial assembly by their own authority and proposed to open their ports to all nations, and even to transfer their allegiance to the crown of Great Britain. The free people of colour, encouraged by a decree of the national assembly, which was afterwards repealed, claimed an equal participation of rights and privileges with the whites. And the slaves thought, that the commotions in the colony presented a favourable opportunity for them also to assert their claim to liberty, and made a most formidable insurrection at Cap François

* In St. Domingo the whites were estimated at 30,000, and the free people of colour at 24,000, whereof 4,700 were capable of bearing arms. In Jamaica the number of the free people of colour is estimated at about one sixth of that of the whites. See above, V. iv, p. 156.

(August 23^d). The horrors, massacres, and desolations, which ensued, I am happily exempted from entering upon any relation of, further than to observe, that vast numbers of the negroes established themselves as a free community in the interior mountainous districts, where they subsisted in a state of savage independence and continual hostility against the cultivated part of the island; that in the outset of this horrid warfare, wherein many thousands of people of all colours perished, about 190 sugar plantations, and 1,196 plantations of indigo, cotton, and coffee, were destroyed, the deficiency of the year's crop being estimated in November at considerably above two millions sterling; and that the exportation of coffee, which since the year 1789 had been in all about 76,000,000 pounds annually, and was expected to amount to 80,000,000 in the year 1792, was prodigiously reduced.

Mr. Edwards observes, that the mountain lands in Jamaica are very proper for producing coffee, that the cultivation of the inland grounds is facilitated by the island being now intersected by roads in every direction, and that the time is exceedingly favourable for pushing forward a very extensive cultivation of coffee. And, from the returns of the negroes employed in that branch of cultivation, he estimates that 16,000,000 pounds of coffee might be produced in the year 1797 in Jamaica, which, during the heavy duties previous to the year 1783 never exported 1,000,000 *. [*Edwards's Hist. of St. Domingo.—Edwards's Hist. of West-Indies, V. ii, p. 301.*]

A commencement of a fishery for spermaceti whales on the coast of New South Wales was made by Captain Melville, commander of the *Britannia*, a ship belonging to Messieurs Enderby and Sons, the first British merchants who adventured in the southern whale fishery. Having discovered, in his passage to Port Jackson with a load of convicts, that the spermaceti whales are more abundant in the seas adjacent to that country than near the coasts of South America, he sailed from that port on a whaling expedition; and he was followed by several other vessels, which, like his own, were fitted for the whale fishery, and, according to the original destination of their voyages, were to have stretched across the Pacific ocean to the coast of Peru upon that pursuit. Captain Melville got only one whale out of four that he killed, nor were the other vessels more successful, owing to the very tempestuous weather while they were out. But they were sufficiently encouraged to consider those seas as very favourable for the prosecution of the most valuable branch of the whale fishery.

Mr. Hill, a carpenter in the navy, invented an improved method of stopping shot-holes, and even greater openings, in the bottoms of ships

* Mr. Edwards gives the following account of coffee shipped from Jamaica, extracted from the books of the naval officer of the island.

In 1774	-	654,700 pounds.	In 1788	-	1,035,368 pounds.
1780 the crop being ship-	-		1789	-	1,493,282
ped before the hur-	-		1790	-	1,783,740
ricane	-	735,392	[<i>Hist. of the West-Indies, V. i, p. 241.</i>]		

with the greatest expedition : and he also invented an improvement in the construction of chain-pumps.

In New England a very simple method was discovered of preserving timber from being destroyed by the worm, which consisted only in soaking it well in oil.

Several improvements were also made in the manufactures of cotton, linen, &c. One was an invention in Ireland of a loom, which weaves two webs of cotton or linen at once, more perfectly and more expeditiously than a single web can be made in a common loom. Another was a new method of bleaching, whereby a piece of cotton may be bleached in the most complete manner in about five hours, or a piece of linen in about forty-eight hours, without exposing them to the sun or air, or doing the smallest injury to the fabric of the goods. Mr. Locket of Donnington in Berkshire also discovered a method of making cloth of the stalks of hops.

The following statement of the British vessels employed in the slave trade, and of the number of negroes imported into, and exported from, the British colonies in the West-Indies, is extracted from the official account made up for the use of the house of commons by Mr. Irving, inspector-general of the imports and exports of Great Britain *.

	Years.	Vessels.	Tuns.	Men.	Negroes imported.	Negroes exported.
JAMAICA	1789	39	7,820	1,044	9,898	2,030
	1790	57	10,431	1,217	14,063	1,970
	1791	58	12,422	1,241	15,303	2,915
TORTOLA	1791					44
St. CHRISTOPHERS ..	1789	1	79	5	67	332
MONTSERRAT	1790					1
ANTIGUA	1789	1	205	16	311	140
	1791	1	205	27	268	
DOMINICA	1789	18	2,391	329	3,312	2,357
	1790	13	1,746	200	2,142	1,690
	1791	11	1,931	216	2,352	2,099
St. VINCENTS	1789	4	561	72	903	58
	1790	8	1,169	162	1,552	611
	1791 †	14	2,222	282	2,063	1,346
GRENADA	1789	27	4,842	582	6,490	3,440
	1790	18	2,963	356	3,921	3,143
	1791	41	6,936	766	9,283	6,362
BARBADOS	1789	3	259	44	444	399
	1790	1	81	12	126	72
	1791	2	265	30	382	100
BAHAMAS	1791	1	57	8	212	
Totals in	1789	92	16,157	2,092	21,425	8,764
	1790	97	16,469	1,954	21,889	7,542
	1791	128	24,041	2,570	30,763	1,427

* The number of slaves, who died on the passage, is returned by a few of the vessels, but generally neglected. The greatest number of deaths appearing is 170 in a vessel of 284 tons, which delivered 220 slaves in the year 1789. In the arrivals at Grenada one vessel of 179 tons is marked as bringing *no* negroes in the year 1789, (Did the whole cargo perish on the passage?) and another of 205 tons is marked as bringing *six* negroes in the year 1790.—Mr. Irving thought it necessary

to observe, that ‘ the very imperfect returns from the West-Indies put it out of his power to make up a complete account.’ Such as it is, a comparison of it with that inserted in p. 155 will show that the importation of negroes was considerably lessened in some of the islands, and that the exertions of the advocates for the abolition of the slave trade have not been entirely in vain.

† The Christmas quarter of 1791 for St. Vincent is wanting.

The numbers of vessels belonging to different nations, which passed the Sound in the course of this year, were as follows.

Vessels belonging to			Vessels belonging to		
Denmark	-	1,394	Hamburgh	-	104
Russia	-	34	Rostock	-	318
Dantzic	-	239	Courland	-	34
Papenberg	-	125	Portugal	-	23
Germany	-	46	France	-	88
Lubeck	-	86	United states of America	-	45
Oldenberg	-	46	Spain	-	28
Prussia	-	430	Venice	-	5
Sweden	-	1,816	Great Britain (above one		
Holland	-	1,736	third of the whole)		3,720
Bremen	-	135			4,365
		6,087			6,087
					10,452

The following is an Account of the vessels belonging to the British dominions, with their registered tunnage and usual number of men, on the 30th of September 1791.

	Vessels.	Tuns.	Men.
England	10,422	1,168,478	86,897
Scotland	2,104	161,490	13,747
Ireland	1,176	69,230	6,638
Colonies	1,685	96,545	8,260
Guernsey, Jersey, &c.	174	12,773	1,131
Mann	84	2,895	371
Total	15,645	1,511,411	117,044

There were built and registered in the several ports of the British dominions, in the course of this year,

766 vessels measuring 68,940 tons.

The net revenue of the customs, including the West-India four-and-a-half-per-cent duty, paid into the exchequer in the course of the year, was

from the custom-house in London	-	£3,877,507	15	4
from the custom-house in Edinburgh	-	75,000	0	0
Total net revenue of the customs of Great Britain	-	£3,952,507	15	4

There were coined at the mint, in the course of this year,
52,575 pounds of gold, value - - -
and no silver.

£2,456,566 17 6

The official value of the imports and exports of Great Britain during the year 1791 was as follows.

Countries, &c.	Imported into				Exported from																
	ENGLAND.		SCOTLAND.		ENGLAND.		SCOTLAND.														
	British merchandise.	Foreign merchandise.	Total.	Total.	British merchandise.	Foreign merchandise.	Total.														
Denmark & Norway	£126,803	6	8	£55,237	4	6	£14,583	11	0	£6,737	12	0	£21,321	3	0						
Russia	1,192,572	2	10	350,105	9	8	274,422	1	9	290,788	19	1	565,211	0	10						
Sweden	223,686	12	8	44,084	5	1	33,423	13	6	36,475	15	9	69,899	9	3						
Poland	139,726	7	9	35,316	12	8	39,555	18	3	22,806	6	8	62,362	4	11						
Prussia	556,954	7	2	97,776	17	0	41,643	14	10	28,889	19	9	70,533	14	7						
Germany	600,007	16	10	115,530	3	10	774,321	6	5	1,065,097	4	10	1,839,418	11	3						
Holland	694,130	12	11	159,853	10	3	604,802	4	8	553,918	15	11	1,158,781	0	7						
Flanders	191,058	18	1	1,761	15	3	385,572	15	7	505,978	11	2	891,551	6	9						
France	534,682	14	3	11,375	4	3	570,139	19	4	549,087	14	3	1,119,227	13	7						
Portugal	814,331	9	3	48,625	1	3	591,866	18	9	25,634	18	0	617,501	16	0						
Madeira	8,393	8	10	2,875	3	2	50,330	0	5	3,470	2	0	53,800	2	5						
Spain	697,907	12	9	26,593	3	11	553,947	10	2	87,438	11	6	641,386	1	8						
Canaries	8,547	16	7				17,650	12	9	363	12	9	18,014	5	6						
Straits	8,562	19	4				128,340	13	0				128,340	13	0						
Gibraltar	7,489	4	7	72	1	3	94,488	18	8	16,841	4	0	111,330	2	8						
Italy	914,769	5	0	19,777	2	2	900,540	1	1	108,548	19	10	1,009,089	0	11						
Venice	85,751	13	3				16,518	8	0	6,460	6	9	23,158	14	9						
Turkey	178,388	8	10				99,206	1	8	90,085	5	9	189,291	7	5						
Ireland	2,101,639	4	5	377,640	1	11	1,205,300	5	2	907,416	8	7	2,202,717	13	0						
Mann	16,273	5	4	1,690	1	11	22,427	14	5	13,001	8	6	35,429	2	11						
Guernsey, &c.	52,961	15	10	94	11	1	74,223	0	1	16,088	18	8	90,311	18	9						
Greenland	70,463	3	4	13,522	17	2				564	0	0	564	0	0						
United states	1,011,366	6	0	182,866	10	3	3,733,552	13	2	280,863	9	7	4,014,416	2	9						
British colonies	236,796	16	10	17,036	12	4	654,826	18	7	176,420	0	4	831,246	18	11						
British	3,256,084	5	3	395,527	1	3	1,971,608	3	3	195,912	10	1	2,167,520	15	4						
Foreign	179,613	17	9	18,269	3	7	51,080	10	10	4,265	17	4	55,346	8	2						
Asia	3,698,713	13	0				2,168,664	7	8	100,105	4	7	2,268,769	12	3						
New Holland							7,757	19	5	3,279	13	5	11,037	12	10						
Africa	79,784	14	6				534,731	13	1	321,350	12	1	856,082	5	2						
Totals	17,688,151	19	10	1,981,630	13	9	15,896,224	4	6	5,539,235	7	2	21,435,459	11	8						
													913,794	11	10	382,741	3	9	1,296,535	15	7

Summary.

Imports of { England Scotland	Exports of { England Scotland		British merchandise.		Foreign merchandise.		Total.
	£17,688,151	19 10	£15,896,224	4 6	£5,539,235	7 2	
	1,981,630	13 9	913,794	11 10	382,741	3 9	
Totals	-	£19,669,782 13 7	£16,810,018 16 4	£5,921,976 10 11	£22,731,995 7 3		

1792, February, March—The increasing consumption of sugar in this country *, owing in a great measure to the reduction of the price of tea by the commutation act, and the increased demand for it abroad, owing to the deficiency of the French importation from S^t. Domingo, had raised that article to a price far above what had ever been known, since the extensive cultivation of it in the West-Indies had brought it into general use.

Sugar may be obtained from the East-Indies in any quantity that all Europe can require, even with the disadvantage of the freight being so much heavier than from the West-Indies, provided the East-India company were placed upon the same footing with respect to duties and drawbacks as the West-India planters †.

The consumers upon the continent could not continue to buy British sugars at their very advanced price; and vessels from various parts of Europe, and also from the United States of America, were getting into the trade of importing East-India sugars for the European market. There being thus reason to apprehend the loss of the sugar trade, together with the carrying trade and the other advantages to the commerce and revenue of Great Britain attached to it, the public had for some years past looked to the East-India company for assistance; in consequence of which the directors had ordered some small parcels of sugar home from Bengal ‡, by way of experiment; and they had repeatedly applied to government for an equalization of the duties upon sugars produced in *the British territories in the East-Indies* with those paid upon the produce of *the British territories in the West-Indies* §. But, though it is evident that the great difference in the freight must give a decisive and permanent superiority to the West-India sugars, without the addition of a prohibitory duty, the government did not think proper to comply with their request ||.

* It was computed in 1792 at two hundred millions of pounds annually. Since 1792 the consumption of tea, notwithstanding the augmented prices, has increased very much; and consequently the consumption of sugar has also increased.

† The duty upon East-India sugars was not fixed with any prohibitory view; for sugar not being imported by the company at the time of establishing the present tariff, it was not even named, and is therefore classed with manufactured goods non-enumerated at £37 : 16 : 3 per £100 ad valorem; a duty, which will generally operate as a prohibition.

‡ In the course of the year 1791 four parcels of sugar from Bengal came to hand. They were generally very fair and dry, so as even to serve instead of loaf sugar for tea; and, partly owing to the scarcity, and partly because some people who wished for the abolition of the slave trade were eager to have sugar made by free people, they sold at from 88/6 to 156/6 per hundredweight: yet,

notwithstanding such prodigious prices, the company, in consequence of paying the heavy duty, lost money upon the first parcel, and upon the total of the four they gained only about six per cent.

§ In February 1792 the directors upon the committee of warehouses drew up a very judicious report, containing a history of the sugar trade in the East and the West, and recommending the importation of sugar from Bengal as the means of 'drawing back to this country a large portion of that foreign trade which it formerly enjoyed,' whereby Bengal may be benefited above half a million annually.

|| It is proper to observe, in favour of the West-India sugars, that they are paid for chiefly in British merchandize, and that the balance appearing due to the islands is mostly expended by the proprietors of the plantations residing in Great Britain and Ireland, or paid to British capitalists as interest for the use of their money.

April 5th—The parliament granted the sum of £400,000 from the supplies of the year 1792 to the commissioners for the reduction of the national debt, to be applied by them agreeable to the directions contained in the act 26 *Geo. III*, c. 31. [32 *Geo. III*, c. 12.]

April 30th—The acts for encouraging and regulating the Greenland fishery [26 *Geo. III*, c. 41 ; 29 *Geo. III*, c. 53] were continued in force till the 25th of December 1798, with the following alterations. The bounty was reduced to 25/ per tun, to continue at that rate from 25th December 1792 to 25th December 1795 ; and thenceforth till the expiration of this act to 20/ per tun. A limited number of harpooners, line-managers, boat-steerers, and seamen, belonging to vessels employed in the whale fishery, are exempted from being impressed in the intervals of their voyages. The owners of whaling vessels are required to lay up their whale-boats when at home, they being of a construction fitted for the purposes of smuggling. [c. 22.]

The governor and company of the bank of Scotland were empowered to increase their capital stock from £300,000 to £600,000. [c. 25.] In the preceding year (1791) the shares of the stock of this bank, originally £83 : 6 : 8, sold at £180.

There was raised this year by a lottery the sum of £812,500, whereof there remained a clear profit of £312,500 after paying the prizes. [c. 28.]

May 8th—The following acts of parliament were continued for limited times, viz.

The act permitting the importation of tallow, hog's lard, and grease, free from duty, continued till 25th March 1794.

The act permitting the free importation of raw hides from Ireland and the British colonies in America, continued till 1st June 1796.

The act prohibiting the exportation of tools and utensils used in the iron and steel manufactures, and the seduction of artificers, continued till the end of the next session of parliament.

The act for regulating pilots conducting vessels up the River Thames, continued till 25th March 1806.

The act establishing Clark's hydrometer as the legal standard of the strength of spirits, continued till the end of the next session of parliament.

The act allowing the importation of seal, skins cured with foreign salt, free from duty, continued till 14th June 1798. [c. 36.]

The freedom of importation into the ports of Kingston, Savanna-lamar, Montego bay, and S^t. Lucea, in Jamaica, S^t. George in Grenada, and Nassau in New Providence, under certain regulations and restrictions, agreeable to the acts 27 *Geo. III*, c. 27, and 30 *Geo. III*, c. 29, was made perpetual. [c. 37.]

June—The universal use of tea having brought sugar to be consider-

ed as one of the necessities of life, it became necessary to guard against the excessive exportation of it, somewhat upon the same principles with those on which the exportation of corn is regulated. The clerk of the company of grocers of London is required to obtain an account of the quantities and prices of sugars sold in London every week from the importers (who are directed to give in the same upon oath) and to publish the average price of the week in the London gazette; and also to publish in the months of February, June, and October, an average of the prices during the preceding six weeks. It was enacted, that, if the average price of muscovado sugar in July 1792 should exceed 60*s*, or in October 1792 should exceed 55*s*, or thereafter should exceed 50*s* per hundredweight exclusive of duties, the drawback allowed upon the exportation of muscovado sugar, and the bounty upon the exportation of refined sugar, should be discontinued, till lower prices should again render the allowance of them expedient. The exportation of sugars to Ireland and some other parts of the British dominions was, however excepted from the operation of this act; but the quantities to be carried to the islands of Guernsey, Jersey, Alderney, Sark, and Mann, during the suspension of drawbacks and bounties, are limited. The commissioners of the customs are also prohibited to grant licences for carrying sugars from the places of their growth to foreign ports in Europe (as permitted by the acts 12 Geo. II, c. 30, and 15 Geo. II, c. 33) during the suspension of drawbacks and bounties.

Sugar and coffee, the produce of foreign colonies, were also permitted to be imported in British-built vessels, owned and navigated according to law, from any port not in Europe into the ports of London, Bristol, Liverpool, Lancaster, Glasgow, and Leith, and to be warehoused at the expense of the importer, and to the satisfaction of the officers of the revenue, without paying any duty. Such sugar and coffee may also be re-shipped for exportation without paying any duties. But if they are intended for home consumption, they must pay the duties, which may be legally due at the time on the importation of such goods.

Sugar and coffee, the produce of foreign plantations, were permitted to be imported in foreign vessels into the Bahama and Bermuda islands, subject to the regulations contained in the acts 27 Geo. III, c. 27, and 30 Geo. III, c. 29. And such sugar and coffee, if carried from those islands to any other part of the British dominions, must pay such duties as shall at the time be payable on foreign sugar and coffee. [c. 43.]

The powers, wherewith the magistrates were invested (by the act 13 Geo. III, c. 68) for settling the wages of workmen employed in the silk manufacture, were now extended to the manufactures of silk mixed with other materials. And the sellers of embezzled silk, and the buyers or receivers of silk from work-people employed in the silk manufactures,

were made liable to such punishment as the courts may think proper to inflict. [c. 44.]

‘ For the better administration of justice in the island of Newfoundland and the islands adjacent,’ a court of criminal and civil jurisdiction was established with powers to take cognizance of all crimes committed in Newfoundland, or on the islands and seas resorted to for the fishery, and also of all civil causes. [c. 46.]

For the encouragement of the leather manufactures, the black-oak bark, and red-mangrove bark, were permitted to be imported in casks containing not less than 150 pounds net weight, on paying a duty of two pence per hundredweight. [c. 49.]

The coasting trade was relieved from the necessity of taking out coquets and giving bonds of security, except in cases of goods prohibited to be exported, and goods liable to duty, return of premium, &c. Commanders of coasting vessels must give a bond (which needs no stamp) to land no goods contrary to law. The bond, called the Isle-of-Mann bond, was abolished. Corn, malt, meal, and flour, are permitted to be shifted from coasting vessels in the Rivers Forth and Clyde into lighters, and to be conveyed by the Forth-and-Clyde canal to any port or creek upon the canal or upon either of the rivers, under certain regulations. [c. 50.]

The act respecting stamp duties upon written agreements was explained so, that letters sent by the post, containing agreements between merchants or other persons upon business, shall be binding upon the contracting parties, provided they usually reside, and are actually at the time of making the agreement, at the distance of fifty miles from each other. [c. 51.]

In the course of this session *five hundred and nineteen* petitions were presented to parliament by civil, religious, and learned, communities in England and Scotland, praying for an abolition of the slave trade; and eleven of them prayed for an immediate abolition of it. Nevertheless, the annual continuation of the act for regulating the slave trade was passed, as usual. [c. 52.]

The laws for securing the duties payable on the importation of foreign printed or stained paper hangings being thought insufficient, the revenue officers were directed to put upon each piece a stamp certifying the quantity and the payment of the duty. [c. 54.]

The sinking fund established in the year 1786 had already been productive beyond expectation, insomuch that on the 5th of April this year, when its operation for six years was complete, the commissioners had bought in £9,441,850 of the capital of the national debt. It was now, however, thought proper, that, besides that general provision for buying up the national debt, there should be a particular provision made for the gradual extinction of any future debts to be created. For that purpose : Mr. Pitt, the first lord of the treasury and chancellor of the exchequer,

wisely availed himself of the plan proposed many years before by Doctor Price, but hitherto neglected by all the ministers, who had had the administration of the finances since he wrote. It consists in establishing, along with the funds necessary for paying the interest of any debt to be created, an additional annual fund of *one hundredth part of the capital created*. This plan was sanctioned by the authority of parliament, the funds appropriated for it being placed under the management of the same commissioners who have the charge of the annual million, and they improving the proceeds of it in the same manner. And it was enacted, that, when the income of the fund should arise to three millions annually exclusive of the sums paid in from the exchequer, the dividends should no longer be issued, and the capital to that amount should be considered as redeemed. [c. 55.]

This is by far the most judicious, and the most powerful, dissolver of the national debt ever yet invented, and it has the peculiar advantage of bringing the antidote along with the disease. This sinking fund, and that established in the year 1786, have made a silent, but a rapid, progress in reducing the debt in the fairest possible way by buying at the current price from those who are desirous of selling. There need no longer be any of the tumult, vexation, and distress, which have been produced by the violent, not to say cruel and unjust, measure of compelling any of the national creditors to receive payment, or to submit to a reduction of their income, which ought surely to be as sacred to the proprietors of five-per-cents and four-per-cents as to those of three-per-cents, as they must be equally presumed to have acquired their property by fair purchases *. And surely a compulsion to accept lower interest (for if the creditor knows of no other opportunity to employ the money, the option of payment or reduction of interest is a compulsion) cannot be deliberately defended by any man of integrity, who will allow some regard for the individuals, who compose the nation, to have its due weight in the scale with his zeal for the interest of the nation in its corporate capacity.

It is also a great beauty of this plan, that the higher the interest of money is, or, in other words, the lower the prices of the funds are, the quicker is the progress made in extinguishing the national debt, or of transferring the dividends from the sellers to the national purse, for the purpose of annihilating in time a portion of the taxes, which press so

* Without an absolute breach of faith the reduction of interest can only be effected by an offer of paying off the debt, or, in the option of the creditor, keeping it on at a lower interest. The creditor, perhaps an infant, or a helpless widow, whose sole dependence is on her property in the funds, not knowing what to do with the money if she receives it, and fearful of trusting it in any situation of inferior security, is compelled to ac-

cept the reduced interest, to retrench her expenses, and sink in the scale of society: or else she ventures her property upon inferior security, perhaps loses her capital, and is ruined. As long as there are thousands desirous of selling their property in the funds, whereby the commissioners are enabled (not to lessen, but) to annihilate the interest, there can be no necessity of subjecting any creditor of the nation to so cruel a dilemma.

hard upon the community. And a great advantage to all proprietors of the national debt (and their number is so prodigiously great, that their interest well merits consideration) is, that the constant and large purchases made by the commissioners keep the value of their property considerably higher than it could be, if such large sums were not thus taken entirely out of the market: and thence also the nation, corporately considered, has a great advantage, by thus keeping up the price of the funds, in negotiating new loans on more favourable terms than could otherways be obtained.

By buying only from those creditors who are desirous of selling, no creditor is distressed by being *compelled*, as the creditors of some other nations are, to accept an annual payment of *one or two per cent*, which, being too trifling to be re-invested, or employed to any useful purpose, serves only to wither away the capital in the hands of the creditor, and perhaps to work his ruin. By avoiding that oppressive measure, while every purpose proposed by it is obtained, this admirable plan has the great advantage of reconciling the interests of all parties.

Mr. James Turner had obtained a patent for the discovery of a method of making a yellow colour for painting in oil or water, and also white lead, and at the same time separating the mineral alkaline from common salt, the whole being performed in one single process. He represented to parliament, that his yellow colour, composed entirely of British materials, not only superseded the use of the yellow paints (some of them very prejudicial to the workmen by their poisonous qualities) which used to be imported from foreign countries, by its superior quality and lower price, but was also exported to all parts of the world, by which, and the great consumption of common salt in the manufacture, it had become an object of importance to the commerce and revenue of the country; but that his privilege had been so much invaded and pirated by people, who stole the method of preparing the colour from his own specification enrolled in the court of chancery, that his patent had hitherto been of no real service to himself. He therefor prayed, that the period of his patent might be prolonged, and the privilege of it protected and rendered valid. A prolongation of eleven years from the 24th of June 1792 was accordingly granted him, on condition that he shall sell the colour in wholesale at a price not exceeding five guineas per hundredweight, and shall not assign shares of the patent to more than five persons. [c. 72.]

It was apparently in order to guard against such surreptitious methods of obtaining the knowledge of inventions, for which patents are taken out, and to prevent copies of the specification from being carried to foreign countries, that the parliament permitted Mr. Joseph Booth * to

* Mr. Booth is probably better known to the public as the author of the polygraphic method of painting, or multiplying pictures in oil colours, so as to produce cheap copies.

deliver the specification of his invention of a machine and certain chymical compositions, for the purpose of making various kinds of woollen cloth and other articles, to the lord chancellor, who is required to deliver the same to two persons under oaths of secrecy to be examined by them, and afterwards to lodge it in a cover under his (the chancellor's) seal in the office of one of the masters in chancery. [c. 73.]

Acts were passed for improving the harbours of Ramsgate, Whitehaven, Boston in Lincolnshire, Broadstairs in Kent, and Beer in Devonshire; and also for several navigable canals, roads, bridges, and other improvements for the advancement of the commerce and general prosperity of the country.

The war in India was terminated by a treaty of peace to be binding 'as long as the sun and the moon endure.'

Tippoo Sultaun of Mysore confirmed to the East-India company all the privileges and immunities of trade, granted to them by his father Hyder Ally in the year 1770. He also consented to cede to the company and their allies the half of his dominions, to consist of such districts as they should think most convenient to be annexed to their respective possessions, and moreover to pay them a large sum of money *. And he gave two of his sons as hostages for the performance of his engagements. This treaty was signed in the camp near Seringapatam, the capital of Tippoo's dominions by Earl Cornwallis, governor-general of the company's territories in India (March 18th).

The king of Denmark issued an ordinance (March 20th), which permits the slave trade to be carried on by his subjects till the year 1803, after which it is no longer to be tolerated in any of his colonies. The Danish West-India merchants expressed no dissatisfaction on the publication of this order.

The directors of the Sierra Leona company sent out five ships † to their settlement on the coast of Africa, with a governor, council, and other officers, a mineralogist, and a botanist, together with a small military establishment for the protection of the settlers. They gave the natives to understand, that their establishment was for the purpose of exchanging British goods for African produce, and that they would have no concern, nor would permit any person in their service to have any concern, in the slave trade; that they would carefully avoid having any quarrel with the natives, and would establish seminaries of education to which they should be permitted to send their children; that the chief intention of the establishment of the colony was to stimulate the industry of the natives, and to point it to useful objects ‡.

* The amount is not expressed in the treaty. But I find it elsewhere stated at forty lacks of pagodas (21,600,000 sterling); the territory ceded to the company being valued at £240,000 sterling of annual revenue.

† The first of them arrived in February 1792.
‡ The slave trade having already rendered the use of British goods so general among the Negroes, that they are even considered as necessary to their comfort, it was thought reasonable to believe that

The principal population of this colony consisted of 1,131 free Negroes, who had been settled in Nova Scotia at the conclusion of the last war, but, finding the climate unsuitable to their constitutions, had petitioned for other settlements: and they were accordingly conveyed in sixteen vessels, at the expense of government *, to Sierra Leona, where they arrived in March 1792. These, added to the black people already carried from London, formed a village, which got the name of *Free-town*; and by the constitution of the colony the white and the black inhabitants were entitled to enjoy equal rights and privileges.

According to the Report of the directors, the expenses now incurred at home and abroad in establishing the colony amounted to	-	£82,620
The purchase of the land, cost of public buildings, roads, &c.		24,685
The capital invested in shipping, merchandize, and debts	-	27,400
		<hr/>
		134,705
Remaining capital, placed at interest, or in the public funds	-	108,194
		<hr/>
Total of the company's stock	-	£242,899

The Sierra Leona company were not the only association formed for the purpose of introducing cultivation and fair commerce among the natives of Africa. About the end of the year 1791 a number of gentlemen formed themselves into a society (without any act of incorporation or any protection from government) for establishing a colony on Bulama, a fertile island at the mouth of the Rio Grandé, and near to some other great navigable rivers, or, failing that, upon some other island or district on the coast of Africa, for the purpose of cultivating the tropical productions by the hired labour of the free natives of the adjacent country. Above two hundred intended settlers sailed in three vessels: and, after an unfortunate skirmish with the natives, owing to the want of an interpreter, wherein some lives were lost, they purchased the island and a part of the adjacent main land, which they set about clearing and planting. But by a combination of misfortunes the colony dwindled away; and in the end of the year 1793 Mr. Beaver, a lieutenant of the navy, after having with great spirit and unremitting perseverance kept together the small desponding remains of the colony till then, and having baffled the repeated attempts of a treacherous neighbouring prince to surprise him, was obliged to abandon the fruits of his labours. Such was the event of an attempt to establish a colony, which certainly possessed many of the advantages, and was exempted from many of the disadvantages, usually attending such undertakings.

the desire of acquiring them will be a powerful stimulus to the laudable and useful industry of the natives, if the means of obtaining them by kidnapping their brethren are taken from them.

* Parliament granted £15,643:4:6 for that purpose. [33 Geo. III. c. 72.]

The following account shows the trade of IRELAND with the WEST-INDIES in

the years ending 25th March

IRELAND exported	1790		1791		1792	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Beef barrels	35,957	62,925	30,481	53,342	39,030	68,302
Butter cwt.	22,897	48,656	27,000	57,375	30,481	64,772
Candles cwt.	2,073	3,870	3,234	6,037	4,745	8,858
Flour cwt.			3,836	3,197	758	1,011
Oats barrels	3,821	1,433	3,719	1,395	4,211	1,579
New drapery yards	16,086	2,011	35,898	4,487		
Old drapery yards					3,001	1,000
Herrings barrels	7,170	7,170	1,258	1,258	4,068	4,068
Linen, cotton, and silk, goods . . value		6,137		6,324		13,593
Linen, plain yards	1,021,821	68,121	1,753,959	116,931	1,632,785	108,852
— coloured yards	71,661	5,822	76,201	6,191	62,706	5,095
Cambrick yards					7,620	1,905
Pork barrels	19,888	29,832	18,077	27,115	16,111	24,166
Shoes pounds	5,409	1,352	8,120	2,030	19,733	4,933
Soap cwt.	1,063	1,770	2,964	4,940	3,144	5,240
Tongues dozens	2,237	1,398	1,891	1,181	2,198	1,374
Tanned hides numb.			612	1,222		
Horses numb.			253	1,518	281	1,681
Articles amounting to less than £1,000 } each }		9,548		11,677		10,366
Totals of exports to the West-Indies		250,045		306,220		326,795

IRELAND imported	1790		1791		1792	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Sugar cwt.	35,253	79,319	55,808	125,568	66,524	149,680
Rum gallons	633,251	63,325	439,384	43,938	381,034	38,103
Melasses cwt.					853	1,280
Coffee cwt.	394	3,940	408	4,086	663	6,636
Cotton cwt.	3,083	12,333	4,720	18,882	1,470	5,880
Logwood cwt.	1,538	3,460	3,520	7,920	4,155	9,349
Fustic cwt.			1,880	1,316	3,490	2,443
Wooden ware value		2,296		12,558		5,992
Wine tuns					55	1,320
Tanned hides numb.					746	1,492
Articles amounting to less than £1,000 } each }		4,890		4,321		3,600
Totals of imports from the West-Indies * }		169,563		218,589		225,775

The enterprising spirit and successful exertions of the merchants of Liverpool having already placed their port in the second rank among those of Great Britain, they became desirous of emulating London itself by having an East-India trade.

They had formerly made an application to the East-India company to have a limited number of their ships fitted out and loaded at Liverpool†; which, though it met with some attention from the company,

* For this view of the Irish trade with the West-Indies I am indebted to Mr. Edwards, [*Hist. of the West-Ind. V. ii, p. 512*] who had it from Mr. Forbes, a member of the Irish parliament; and

he observes, that it is not to be found in any public office in Great Britain.

† In the year 1730 Liverpool, and also Bristol, made applications to parliament for the same object.

finally miscarried. But now, observing, that the company's charter was nearly expired, and that there was a probability of the slave trade being abolished, in which event a part of the capital of Liverpool would be turned out of its accustomed channel of employment, many of the merchants seriously turned their thoughts to a free participation of the trade with India, in consequence of which a public meeting of the merchants and inhabitants was held at the exchange, wherein it was resolved,

That commerce ought to be free of all restraints, and regulated only by mutual interests.—That monopolies destroy those principles by sacrificing the interests of the producer and consumer to that of the monopolist.—That the East-India company have exchanged the character of merchants for those of warriors and politicians, and have become the sovereigns of twenty millions of people, with whom they ought to have no other connection than as traders.—That, to maintain their dominion, they keep up vast civil and military establishments, the expense of which is a cruel and useless burthen on the people of India and Great Britain.—That a free and open trade will probably put an end to the wars, which have desolated India, and drained the blood and treasure of Great Britain.—That, if the trade were free, the exports of our manufactures to the countries beyond the Cape of Good Hope would probably be increased twenty fold, as the adventurous spirit of our traders would carry them to all parts of the east coast of Africa, the great island of Madagascar, the Red sea, the Persian gulf, and the innumerable rich islands scattered throughout the Indian ocean.—That the oppressive monopoly and commanding capital of the company have put it in their power, by sacrificing their profits on articles with which any of the manufactures of this country come in competition, to crush them in their infancy; ‘a power that more than once has destroyed the manufacture of British porcelain, and that was employed to oppose and bear down the manufacture of cotton, now risen to such national importance*.’—That even the interest of the company is sacrificed to that of individuals in the practice of chartering large ships upon overcharged freights.—That, whatever reason there might be for a monopoly in the infancy of the trade, neither the distance, nor the greatness of the capital required, afford any reasons for confining it to a company in the present state of things; as no part of the globe is too distant, nor any voyage too arduous, for the skill and enterprise of our navigators, nor is any commercial undertaking too great for the capitals of our

* The British porcelain has, however, stood its ground, and has attained such superior elegance, that it is shipped for America, where the Chinese porcelain can be had much cheaper than in this country; and it is even carried to China itself. That the cotton manufacture, notwithstanding the

prodigious capital sunk in machinery and buildings, the alleged opposition of the East-India company, and the calamities which ensued in the end of the year 1792 and beginning of 1793, has raised its head, and become exceedingly flourishing, is known to every one.

merchants.—That it is evident, that monopoly is not necessary to the successful prosecution of the trade with India, from the example of the Portuguese, who carried it on without any exclusive charter above a century, and still more from that of the North-American merchants, who, with comparatively inconsiderable capitals, make successful voyages in ships of moderate size, to every part of the Indian and Pacific oceans, 'from which the British merchants, with prior claims, superior skill, and irresistible capital, is by a false policy excluded.'—That, it being the nature of trade to force channels for itself, when obstructed in its natural course, a clandestine trade is carried on between Great Britain and India through America and Ostend, which cannot be checked without having recourse to such rigorous measures as the occasion will not justify.—That, considering the difficulties attending the overthrow of a false system long established, and having a due regard to the interests of the company, they wish the public at large to see the full extent of the evil, and the legislature to consider deliberately the means of removing it consistently with true policy and justice, for which purpose they propose to present a petition to parliament.—That a committee correspond with other towns to desire their co-operation, and that their resolutions be made sufficiently public by means of the newspapers.

The committee inclosed a copy of these resolutions to every member of the house of commons, and entered into correspondence with committees, or principal persons, in Manchester, Birmingham, Exeter, Norwich, Glasgow, Paisley, and most of the other trading towns in England and Scotland.

This scheme, wherein the interests of Great Britain and India were involved, after attracting considerable and very general attention, was blown aside by the political contests which now agitated the country, but more especially by the approach of war, and by the mercantile convulsions in the ensuing winter and spring, which gave a severe shock to all persons concerned in commerce, and in which the merchants of Liverpool had their full share.

Some reports drawn up by a select committee, appointed by the directors of the East-India company, in compliance with several requisitions of the committee of the privy council for trade, though antecedent in point of time *, might almost be thought to have been composed for the purpose of controverting the arguments, and contradicting the assertions, of the Liverpool resolutions. And as the commercial facts contained in them are brought down as near as possible to the time now

* They were dated 1st and 7th September 1791, 29th December 1791, and 11th and 18th January 1792, and laid before the committee of privy council for trade, and before the house of commons. It will appear afterwards, that government had it in contemplation to admit individuals to a

participation of the commerce of India, when the company's term should expire, which would be in the year 1794. I have endeavoured to compress into a few pages the great variety of matter contained in the three reports, which occupy twenty-six sheets of paper.

under our consideration, the present seems, on a double account, a proper time for introducing the substance of them.

The committee state, that, in order to give the greatest encouragement to the principal and favourite manufacture of England, the company have continually exported woolen goods in such abundance, that, though the sales that were made were almost continually at a very considerable loss, large quantities of them have every year remained unsold in their warehouses in India. Notwithstanding these discouragements, they have persevered in their exports, in consideration of the distress the manufacturers must suffer, if deprived of their usual sales to the company. But it can never be possible to make any considerable increase of the exports of manufactures to a country, possessing in the greatest abundance raw materials for manufactures better adapted to the climate than those of Great Britain (which are moreover forbidden by the rules of some of the religious sects) and containing millions of ingenious and industrious workmen, who work for a fifth part of the wages given in England. And if the sales to the natives cannot be increased, those to the resident Europeans, who are but a handful of people, can never be an object of competition for the company with individuals and foreigners.

It is evident that no commercial intercourse is practicable in India, which is not guarded by treaties with the native princes, or by a military force; and that the numerous establishments of the company give them, and all those who are under their protection, advantages in buying and selling, which no unconnected individuals, nor even foreign companies, can possibly enjoy. In every part of the East the company's mark on the outside of a bale is a sufficient pledge to the buyer, that the quantity and quality of its contents are agreeable to the invoice. An individual cannot expect that implicit confidence—and perhaps he he may sometimes fail to deserve it*. From such consequences the ruinous effect to the trade may be easily foreseen.

All the foreign companies, except the Dutch, have either totally failed, or are in a very declining state. Their trade can no longer come under the description of commercial adventure: it depends chiefly upon conveying to Europe the fortunes of British individuals; on which occasion the owner of the vessel endeavours to charge nearly the whole freight on his employer's homeward cargo, so as to have his outward adventure almost free of freight. Such ships are generally fitted out in those ports where many British merchants are settled, and a great pro-

* The French counterfeited the company's packages and marks, and for some time imposed their cloths upon the Chinese, who, since they have detected the imposition, will not take a bale, nor even a single piece, from them without a scrup-

ulous examination. In like manner, it is said, lead cased over with tin was sent from Europe, and imposed upon the Chinese for tin. But the credit of the company's mark still remains unimpeached in spite of such frauds.

portion of the goods carried out consists of British manufactures. Of all the foreign companies the Swedish was established on the soundest principles, and their progress was so rapid, that they must soon have engrossed the whole of the China trade, if the commutation act had not given them a check by abolishing the business of smuggling tea into this country.

The emergencies of government, or a prudent sacrifice to popular prejudice, may at times have favoured the views of private adventurers. But they only 'bought at a high price, from the poverty of the state, or the venality of its members, a permission to ruin themselves.'

'What has happened' to those adventurers, and also 'to foreign companies, must be the fate of individuals at home, should they be admitted to a participation in the commerce with India. The phrenzy of sharing in the trade to India will ensnare unwary persons, whose rage for adventure will be productive of their ruin, before they discover their error.' In such a state of the trade the company cannot be expected to continue their exports as formerly, and the distress of the woolen manufacturers in particular must be very great.

If individuals are permitted to range uncontrouled through every part of India, they may embroil us with the native princes; they may enter into foreign service; or they may become permanent settlers, which will be exceedingly injurious to this country and to India; for 'the energy of the European character becomes impaired in the first generation, and is soon totally extinct.'

Before the commutation act the few goods exported from this country to China were received with great difficulty and reluctance in part of payment by the merchants of Canton; and there is reason to believe, that the export of manufactures by other nations was very trifling. But the company's supercargoes have at last accomplished the very arduous task of convincing the Chinese merchants, that they may make a profit on the British goods imported as well as on the Chinese goods exported, and that the increased quantity of teas could not be received, unless they would encourage the sale of British goods. It is a certain fact, that, from whatever cause it may proceed, the Chinese merchants have of late sought after woolen goods with increasing eagerness, whence the exports of them have been considerably augmented, and they may in time afford a profit; though the company, sacrificing their own interest to the benefit of the manufactures of Great Britain, have hitherto persevered in selling them at a loss in order to establish the use of them, it being very certain, that, if their own interest only is attended to, the export of bullion is the most beneficial for carrying on a trade with China. But their export of bullion has decreased rapidly, and they trust, that 'the period is not very distant, when the whole of the company's investment from China may be purchased with a very trifling export of silver from Europe.'

In consequence of the arbitrary nature of the Chinese government, very heavy occasional losses are often sustained, which, though the company are able to support them, must be utterly ruinous to any individual.

As a proof of the bad effect of competition, it was observed, that in former times, when the company sent each ship under separate management, European goods fell, and those of China advanced. And since the independence of America, ginseng, an article on which the company's officers used formerly to get enormous profits, has been carried to China in such quantities by American vessels unconnected with each other, that the Chinese allege it has no virtue, and actually refuse to give any price for it.

The company's committee supposing, that the committee of trade entertained a suspicion, that the company are not sufficiently attentive in exploring new channels of commerce or supporting the old ones, affirmed, that their ships have long ago explored every place to the eastward of the Cape of Good Hope with a view to trade, and they are convinced, that the settlements at present established by them are fully sufficient for the trade of all India*.

The trade to Japan was prosecuted about the beginning of the seventeenth century: but the company, finding it could not be carried on without loss, abandoned it in the year 1623. Since that time only one effort was made to revive it in 1673, which was unsuccessful. Neither can it possibly be rendered advantageous in a national point of view, even if it could be made profitable to the adventurer, the only articles of import from it being copper and camphire. The various attempts to establish a trade with Japan have cost the company near £50,000.

Persia, though by nature so happily situated for commerce, has long been in such a convulsed state, that no trade can be carried on with safety. The company still have a settlement at Bushire, established at the request of Kerim Khan, and another at Bassora (or Bassora) situated on the Arab river (or Euphrates) at the head of the Persian gulf. The sales have been so trifling, that the whole proceeds, taking both settlements together, are not equal to the expense of the factories, the freight from Bombay, and the supplies furnished to the Bombay cruisers for the protection of the trade from pirates. If individuals are permitted to attempt the trade, they also must have residents at a great expense; an expense which the company support, merely in the distant hope that Arabia and Persia may in time have well-regulated governments; for till then there can be no increase in the exports of British productions or manufactures to Persia. Nor is it at all improbable, that Russia and France may then be enabled to supply Persia with European goods easier than Great Britain.

* About the year 1700 the company had near eighty factories from the Red sea to China, in which empire they had then five.

In support of their assertions the committee added a variety of accounts of their sales, &c. for a number of years back, compendious abstracts of which I here insert as being illustrative of the nature and progress of the commerce with India *.

Account of the sales of European goods in BENGAL †.

Season.	Species of goods.	Cost ‡.	Sales in India.	Charges of import warehouse.	Profit.	Loss.	Net profit.	Net loss.
1783-4	Woolens ||	30,747	26,661	799		4,885		
	Copper	63,732	68,988	2,069	3,186			
	Lead	4,317	4,205	126		238		
	Iron	6,483	6,029	181		635		
	Total	105,279	105,883	3,175	3,186	5,758		2,572
1784-5	Woolens	60,490	64,391	1,931		18,031		
	Copper	107,029	99,003	2,970		10,996		
	Lead	4,263	3,335	100		1,028		
	Iron	3,176	2,471	74		779		
	Steel	657	488	15		183		
	Total	195,615	169,688	5,090		31,017		31,017
1785-6	Woolens	56,604	54,923	1,647		3,328		
	Copper	89,762	88,839	2,665		3,587		
	Lead	1,043	822	25		246		
	Iron	3,050	2,010	60		1,101		
	Steel	171	138	4		37		
	Total	150,630	146,732	4,401		8,299		8,299
1786-7	Woolens	31,725	29,270	878		3,333		
	Copper	32,818	35,850	1,075	1,956			
	Lead	871	582	18		306		
	Iron	1,484	1,070	32		446		
	Steel	236	177	5		64		
	Total	67,134	66,940	2,008	1,956	4,149		2,193
1787-8	Woolens	29,332	30,596	917	347			
	Copper	26,536	46,888	1,406	18,945			
	Lead	1,654	1,382	41		313		
	Iron	2,586	1,990	60		656		
	Steel	194	157	5		42		
	Total	60,302	81,013	2,429	19,292	1,011	18,281	
1789-90 §	Woolens	30,613	34,410	1,030	2,767			
	Copper plates	18,064	19,300	676	566			
	Do. manufactured	19,763	22,976	687	2,526			
	Do. Japan	7,290	7,935	237	408			
	Lead	8,562	8,203	240		599		
	Iron	6,397	5,667	180		910		
	Steel	5,588	5,235	150		503		
	Total	96,277	103,732	3,200	6,267	2,012	4,254	
Total of costs, sales, net profit, and net loss		675,237	673,997			22,535	22,535	44,081
Net loss in 6 years		-	-	-	-	-	-	22,535
		-	-	-	-	-	-	21,546

* All the numbers in these accounts are pounds sterling.

† In Bengal accounts are kept in rupees, valued in these accounts at 2/ sterling.

‡ The cost here stated comprehends

charges in England

two years' interest at

insurance in time of peace

and freight in do.

prime cost,

½ per cent,

4 per cent,

3 per cent,

£10 per tun.

|| The denomination of woolens in all these accounts includes several manufactures of cotton, and even some of silk.

§ So it is dated in two different places of the report. Qu. Were there no sales in the season 1788-9?

*Account of sales of European goods at MADRAS *.*

Season.	Species of goods.	Cost.	Sales in India.	Charges of import warehouse.	Profit.	Loss.	Net profit.	Net loss.
1783-4	Woolens -	25,022	26,983	1,349	611			
	Copper -	40,827	45,537	2,277	2,433			
	Lead -	1,696	1,475	74		294		
	Iron -	7,519	6,812	340		1,047		
	Steel -	88	93	5				
	Total -	75,152	80,900	4,045	3,044	1,341	1,703	
1784-5	Woolens -	21,525	24,225	1,211	1,489			
	Copper -	41,368	41,279	2,064		2,153		
	Lead -	1,862	1,682	84		264		
	Iron -	2,880	2,547	127		460		
	Steel -	405	397	20		28		
	Total -	68,040	70,130	3,506	1,489	2,905		1,410
1785-6	Woolens -	24,168	25,934	1,296	470			
	Copper -	77,705	77,023	3,851		4,533		
	Lead -	169	153	8		24		
	Iron -	1,530	1,251	62		342		
	Steel -	238	238	12		13		
	Total -	103,812	104,599	5,229	470	4,912		4,442
1786-7	Woolens -	18,563	19,537	977		2		
	Copper -	20,321	20,126	1,006		1,201		
	Lead -	854	777	39		110		
	Iron -	1,683	1,419	71		336		
	Steel -	1,043	927	46		162		
	Sheet lead -	37	39	2				
	Total -	42,501	42,825	2,141		1,817		1,817
1787-8	Woolens -	20,684	22,974	1,148	1,142			
	Copper -	28,263	29,733	1,487		17		
	Lead -	677	612	30		96		
	Iron -	2,130	1,844	92		377		
	Steel -	61	78	4	12			
	Total -	51,815	55,241	2,761	1,154	490	664	
1788-9	Woolens -	19,096	21,610	1,070	844			
	Lead -	835	722	36		149		
	Sheet lead -	364	357	17		24		
	Copper plates } Do. manufactured } Do. japan }	33,858	44,945	2,237	8,850			
	Iron -	4,509	4,137	204		577		
	Steel -	753	725	36		63		
	Total -	60,015	72,490	3,600	9,694	813	8,881	
	Total of costs, sales, net profit and net loss }	401,335	426,191				11,248	7,675
Net profit in 6 years							7,675	
							3,573	

* Exchange with sterling at 8/ per pagoda.

Account of sales of European goods at BOMBAY.*

Season	Species of goods.	Cost.	Sales in India.	Charges of import warehouse.	Profit.	Loss.	Net profit.	Net loss.
1784-5	Woolens -	10,908	8,832	176		2,249		
	Lead -	1,439	851	17		605		
	Iron -	3,475	1,977	39		1,538		
	Steel -	507	304	6		208		
	Copper plates -	6,622	9,135	183	2,330			
	Do. fine -	9,912	10,994	220	861			
	Do. japan -	453	489	10	27			
	Total -	33,313	32,582	651	3,218	4,000		1,382
1785-6	Woolens -	69,694	59,905	1,198		10,987		
	Lead -	2,315	893	18		1,440		
	Iron -	1,206	311	6		901		
	Steel -	1,528	1,490	30		67		
	Copper plates -	6,227	6,911	138	545			
	Do. fine -	17,534	15,228	305		2,610		
	Do. japan -	2,904	2,663	53		294		
	Total -	101,408	87,401	1,748	545	16,299		15,754
1786-7	Woolens -	34,733	37,585	752	2,100			
	Lead -	2,548	2,172	43		420		
	Iron -	2,795	1,990	40		845		
	Steel -	1,002	978	19		42		
	Copper plates -	18,971	22,285	490	2,818			
	Do. fine -	40,295	42,830	859	1,676			
	Do. japan -	4,298	4,561	91	172			
	Total -	104,642	112,401	2,300	6,766	1,307	5,459	
1787-8	Woolens -	60,797	59,035	1,181		2,943		
	Lead -	2,319	1,684	34		669		
	Iron -	2,328	1,546	31		813		
	Steel -	3,166	2,307	46		905		
	Copper plates -	22,806	27,218	544	3,868			
	Do. fine -	18,070	18,874	377	427			
	Do. japan -	1,632	1,948	39	277			
	Total -	111,118	112,612	2,152	4,572	5,330		758
1788-9	Woolens -	11,062	10,281	205		986		
	Lead -	5,070	4,327	87		830		
	Iron -	10,052	6,948	139		3,243		
	Steel -	195	158	3		41		
	Copper plates -	29,263	38,930	779	8,888			
	Do. fine -	10,831	11,897	238	828			
	Do. japan -	3,390	4,250	85	776			
	Tin -	360	322	6		45		
	Total -	70,223	77,113	1,542	10,492	5,145	5,347	
1789-90	Woolens -	19,734	18,899	378		812		
	Lead -	4,504	3,605	72		971		
	Iron -	4,217	2,738	55		1,534		
	Steel -	8,856	7,303	146		1,699		
	Copper, fine -	10,638	10,545	211		304		
	Do. plates -	14,599	17,150	343	2,208			
	Do. japan -	3,192	3,524	70	261			
	Total -	65,740	63,764	1,275	2,463	5,320		2,851
Total of costs, sales, net profit and net loss		480,444	485,873				10,800	20,745
Net loss in 6 years								10,806
								9,939

* Exchange with sterling at 2/3 per Bombay rupee.

*Account of sales of European goods at CANTON *.*

	Species of goods.	Cost.	Sales in China.	Charges of ware-house.	Profit.	Loss.	Net profit.	Net loss.
1781-2 Station.	Woolens †	59,514	55,477	32		4,069		
	Lead	10,456	10,790	94	240			
	Total	69,970	66,267	126	240	4,069		3,829
1782-3	Lead	4,017	3,781	37		273		273
1783-4	Woolens	245,153	236,209	192		9,135		
	Lead	26,725	20,217	170		6,678		
	Total	271,878	256,426	362		15,813		15,813
1784-5	Woolens	212,041	204,717	111		7,435		
	Lead	17,398	13,010	114		4,393		
	Total	229,439	217,733	225		11,928		11,928
1785-6	Woolens	195,719	192,450	104		3,367		
	Lead	39,892	28,100	204		11,935		
	Total	235,611	220,610	308		15,302		15,302
1786-7	Woolens	258,151	247,370	132		10,913		
	Lead	65,257	45,144	381		20,494		
	Total	324,408	292,514	513		31,407		31,407
1787-8	Woolens	211,150	206,359	120		4,881		
	Copper	2,337	2,406	9	60	60		
	Lead	55,469	38,519	303		17,253		
	Total	268,926	247,284	432	60	22,134		22,074
1788-9	Woolens	386,675	369,141	186		17,720		
	Copper	2,252	2,632	9	371			
	Lead	58,520	39,316	314		19,518		
	Total	447,447	411,089	509	371	37,238		36,867
1789-90	Woolens	335,961	321,132	165		15,995		
	Copper	19,357	18,131	46		1,272		
	Lead	54,948	32,917	275		22,306		
	Tin	5,099	4,777	18		340		
	Total	416,366	376,957	504		39,913		39,913
1790-91	Woolens	405,530	398,027	197		9,000		
	Copper	26,239	25,174	54		1,119		
	Lead	52,322	44,446	288		8,164		
	Tin	67,755	72,692	163	4,773			
	Total	553,146	540,339	702	4,773	18,283		13,510
Total of costs, sales, and net loss in 10 years		2,821,208	2,633,009					190,916

* Exchange with sterling at 6/8 per tael, or tael.

† Though there is a loss every year on woolens in general, yet camlets have yielded a profit in every one of these years, as have also some smaller articles classed under the

general denomination of woolens. It is but of late that our manufacturers have got into the method of making the kind of camlets, which are acceptable in China, equal to those made by the Dutch.

Account of sales of woolen goods in PERSIA, which are carried thither from Bombay.*

Season.	Sales at Bussora.					Sales at Bushire.				
	Cost.	Sales.	Bombay warehouse charge.	Net profit.	Net loss.	Cost.	Sales.	Bombay warehouse charge.	Net profit.	Net loss.
1780-1	2,235	1,347	27		915	7,937	7,224	144		857
1781-2	9,819	8,940	179		1,058	3,663	3,542	71		192
1782-3						1,906	1,977	39	32	
1783-4	7,606	6,652	133		1,087					
1784-5	13,061	11,526	230		1,865	7,060	7,022	140		178
1785-6	4,683	3,583	72		1,172					
1786-7						3,133	3,378	68	178	
1787-8	9,517	8,223	164		1,458	87	93	2	4	
1788-9	6,149	4,528	91		1,711	3,007	2,845	57		219
1789-0	7,598	5,672	112		2,039					
	60,768	50,471	1,008		11,305	26,793	26,081	521	214	1,446
										214
										1,232
										11,305
										12,537

Net loss on the two factories in Persia in 10 years - - -

Account of the value of the European goods remaining unfold at each of the presidencies in India.

		BENGAL.		MADRAS.		BOMBAY.	
1782-3	{ Woolens Metals			22,374 } 15,712 }	38,086		
1783-4	{ Woolens Metals	108,982 } 104,343 }	213,325	30,960 } 78,552 }	109,512	12,225 } 7,179 }	19,404
1784-5	{ Woolens Metals	70,864 } 90,170 }	161,034	34,043 } 58,239 }	92,282	12,958 } 41,595 }	54,553
1785-6	{ Woolens Metals	51,306 } 29,223 }	80,529	37,322 } 8,928 }	46,250	11,801 } 40,478 }	52,279
1786-7	{ Woolens Metals	40,011 } 31,302 }	71,313	39,718 } 10,509 }	50,227	15,910 } 7,423 }	23,333
1787-8	{ Woolens Metals	27,125 } 39,583 }	66,708	44,925 } 7,790 }	52,715	42,300 } 2,230 }	44,530
1788-9	{ Woolens Metals	40,270 } 5,773 }	46,043	39,413 } 8,363 }	47,776	64,511 } 11,698 }	76,209
1789-90	{ Woolens Metals	53,593 } 2,963 }	56,556			74,754 } 156 }	74,910

Hence it appears that the value of the goods remaining in the warehouses frequently exceeded that of the year's sales.

As a proof that the company, notwithstanding the sacrifice of their property in their sales, had almost constantly made their exports to China larger than the quantities indented for by their supercargoes at Canton, their committee produced the following

* The accounts are kept in Bombay currency, viz. the rupee equal to $\frac{2}{3}$ sterling.

Account of tin, lead, and woollens, indented for, and exported to, China from 1785 to 1791 inclusive.

	Tin, tuns.		Lead, tuns.		Cloth, pieces.		Long ells, pieces.		Camlets, pieces.	
	ind.	exp.	ind.	exp.	ind.	exp.	ind.	exp.	ind.	exp.
1785	none	none	none	2,040	3,503	4,534	50,000	60,000	none	332
1786				1,830	3,501	3,491	40,000	60,000		200
1787				1,720	3,750	3,879	100,000	107,000		400
1788				1,590	2,869	4,122	107,000	107,000		600
1789				1,610	3,093	4,608	112,500	112,520		800
1790	1,187	1,200	1,187	700	5,869	6,393	114,500	127,860	2,240	1,797
1791		1,200		710	6,402	6,456	136,200	150,000		2,340
	1,187	3,238		10,200	28,987	33,483	660,200	724,380	4,840	6,609

The committee drew the following comparifon between the company's exports in the laft century, and in the eleven laft years, and they flected the period, when the greateft clamour was raifed againft their exclusive commerce, which government found it neceffary to confirm, notwithstanding the enormous proportion of bullion exported in thofe times.

	Produce and manufactures.	Bullion.
In 1652-53-54 the value of the exports was only	£ 3,278	£ 8,441
1655-56 the trade was open. The company exported nothing.		
1657 the company began again under a joint stock, and exported	2,114	74,235
1658-59-60 the exports were	23,763	227,820
Total of merchandize and bullion exported in nine years	29,155	310,496
Do. exported in four years 1671-72-73-74	257,429	821,157

*Amount of modern exports * in eleven years to*

Season.	INDIA			and CHINA.			Bullion.
	Merchandize or manufactures.	Metals.	Stores.	Merchandize or manufactures.	Metals.	Stores.	
1781	£ 200,808	£ 157,614	£ 163,878	£ 129,179	£ 10,349	£ 2,206	
1782	123,834	183,356	133,773	94,992	9,416	1,717	
1783	95,261	122,855	77,237	113,763	4,579	1,743	
1784	92,205	93,806	55,256	146,741	27,835	2,904	
1785	74,683	80,152	104,226	224,612	37,989	7,503	£ 724,317
1786	122,709	97,899	85,179	202,023	36,535	6,972	749,833
1787	108,388	137,194	153,603	323,107	38,046	7,289	646,789
1788	119,449	99,028	152,587	335,392	59,208	6,598	489,192
1789	80,184	273,104	100,435	354,717	107,995	7,769	787,078
1790	75,141	191,944	120,525	431,385	105,707	4,081	532,705
1791	86,680	124,889	108,560	486,993	99,448	4,000	422,098
	1,179,342	1,561,841	1,255,259	2,842,904	537,107	52,782	4,352,021

* The private trade, allowed to the officers of the company's fhips, makes an addition to the amount of the exports, which in the years 1784 to 1790 was eftimated to

be from £110,410 to £153,340 annually. In the year 1791 the company enlarged the privileged tannage of their officers from 87 to 92 tuns in each fhip.

As a supplement to these accounts, I shall here add

*The amount of the commercial charges at the several presidencies, factories, &c. belonging to the East-India company, for several years *.*

	1788-9	1789-90	1790-1	1791-2
Bengal and subordinate factories	£120,021	£148,643	£125,780	£1,261,403
Madras and subordinate factories -	14,124	11,944	11,717	13,279
Bombay and subordinate factories	3,003	5,041	4,782	7,734
Fort Marlburgh and dependencies	48,640	52,340	43,692	
S. Helena - - -	27,108	26,423		
Canton - - - -	49,808	41,350	45,381	
(The factory charges at Canton are added to the cost of the goods invoiced for Europe).	262,704	285,741		

Account of the prime cost and amount of sales of goods sold by the East-India company between the 1st of March 1791 and the 1st March 1792.

	Quantity.	Prime cost.	Sales.
Tea	16,299,854 lb.	£1,265,317	£2,403,338
China raw silk	217,297 lb.	151,685	236,179
China ware		28,975	40,049
Nankeens	50,769 pieces	12,000	19,972
Bengal raw silk	236,188 qr. lb.	210,261	320,395
Bengal piece goods	709,045 pieces	523,444	1,285,696
Coast piece goods	144,690 pieces	144,832	341,209
Surat piece goods	57,080 pieces	23,965	44,383
Saltpetre and red-wood	42,934 cwt.	20,456	87,971
Pepper	2,263,141 lb.	60,025	153,132
Coffee	6,140 cwt.	26,343	46,096
Drugs, &c.		63,612	140,891
Raw Sugar	4,017 cwt.	4,663	22,221
		2,535,578	5,141,532

	Sales.	Charges.	Net proceeds.
The sales of India goods amounted to	£2,441,994		
deduct customs £556,510			
freight 249,738			
charges of merchandize 146,519		£952,767	
Net proceeds			£1,489,227
The sales of China goods amounted to	2,699,538		
deduct customs † 55,212			
freight 469,624			
charges of merchandize 161,972		686,808	
Net proceeds			2,012,730
Total of sales, charges, and net proceeds	5,141,532	1,639,575	3,501,957
There were also goods belonging to {	709,455		
private trade amounting to }			

* This and the following accounts are extracted from papers presented to the house of commons in March 1792.

† It must be remembered, that the customs on tea are paid by the purchasers.

I shall conclude this arithmetical detail with the following

*Account of the EAST-INDIA COMPANY'S STOCK by computation
on the 1st of March 1792.*

Due to annuitants	-	£2,992,440	Debt due by government	-	£4,200,000
Bonds	-	3,209,042	Cash	-	443,737
Bills drawn in India and China	-	2,820,318	New stock	-	37,800
Customs on goods	-	597,456	Goods sold not paid for	-	1,122,533
Due to the bank on mortgage	-	300,000	Goods in England unsold	-	5,006,118
Interest on do.	-	8,000	Customs receivable on tea returned	-	21,621
Freight and demurrage	-	291,340	Net balances of quick stock,		
Supercargo's commissions	-	72,970	at Madras	-	1,831,589
Due to owners of private trade	-	246,870	at Bencoolen (or Marlburgh)	-	142,355
Alms-houses at Poplar	-	66,966	Balance at S. Helena	-	49,103
Interest on military and contingent funds	-	59,763	Do. at Canton	-	550,205
Warrants unpaid	-	90,400	Cargoes afloat for India and China	-	1,485,001
Due in department of shipping	-	71,958	Goods for exports paid for	-	395,991
Due for exports of former years	-	298,942	Silver do. do.	-	395,597
Due for teas returned by buyers	-	5,944	Advanced to owners of ships	-	96,970
Due to contractors of indigo	-	13,214	Value of East-India house, &c.	-	329,300
Interest on annuities	-	55,774	Do. of vessels employed in England	-	38,560
Do on bonds	-	72,585	Do. of dead stock * in India	-	400,000
Dividends on stock	-	57,336	Expense of French prisoners in do.	-	260,687
Additional capital	-	5,000,000	Do. of expedition to Manila	-	139,877
Net balance of quick stock against			Do. of the king's troops in India	-	21,447
the company at Bengal		2,380,418			
and at Bombay		795,421			
		<u>£19,507,157</u>			
			Balance against the company	-	£16,968,491
					2,538,666
					<u>£19,507,157</u>

The above accounts, all extracted from the East-India company's own official vouchers, furnish a pretty good stock of information concerning their affairs, as represented to the committee of council for trade, and to parliament. We may observe from them the decline of the trade with India, and the great increase of that with China, which is supported by the prodigious demand for tea in this country.

The accounts of sales in India do not show the company's trade to that country so great and important as most people, I believe, judging by the vast extent of their concerns, are apt to suppose it, the sales at each presidency being not greater than those of many merchants, warehousemen, and other wholesale dealers, in this country, which are managed at a trifling expense: so that, even, if they were attended with tolerable profits, but with also a certainty that no new channels of trade can possibly be opened, they would not exhibit any enviable prospect of the exportation trade to India. But, with such a dreadful statement of

* Though the dead stock is here valued only at £400,000, the whole money expended on fortifications and other local property, was by the last advices as follows.

At Bengal	-	£4,633,171
Madras and its subordinate factories	-	1,806,116
Bombay and do.	-	1,726,393

At Fort Marlburgh and do.	-	126,384
S ^t . Helena	-	77,658

£8,369,722

It is curious that slaves are comprehended under the denomination of *dead stock*.

almost continual loss, and with charges of trade sometimes exceeding the whole amount of the sales, they surely hold out no temptation to any person to engage in that branch of commerce, especially if he considers, that most of the fine manufactures, which from the most remote antiquity have been peculiar to India and China, are now made in great perfection at home *.

It is proper here to observe, that the East-India company had at this time, besides the botanic garden at Calcutta, (already noticed, V. iv, p. 135) botanical establishments at Madras and St. Helena. They represented to the committee of privy council for trade, that they had increased the culture of silk and cotton to a very great extent; that they had made experiments with almost every article which India affords, or which could be procured from the more eastern countries; and that they had great confidence in their recent attempts with regard to sugar.

November 9th—A number of vessels, loaded with corn for France, were obliged to land it, and others were prohibited from taking in corn for that country, by an order of the king in council. This measure being confessedly contrary to law, the advisers of it were indemnified by a subsequent act of parliament.

In the month of November this year there were no fewer than *one hundred and five bankruptcies*. There were very few months in all the years preceding 1792, wherein the gazette, that doleful register of commercial miscarriage, has exhibited above the half of that number †.

The West-India planters were much alarmed by the act of this year for regulating the allowance of drawback and bounty on the exportation of sugars from Great Britain, &c. which they considered as bearing hard upon themselves in a limitation of the price of their principal staple.

Soon after the act was received in Jamaica, the assembly of that island appointed a committee to inquire into the state of the sugar trade, and the probable effect of the act upon it, who gave in a report to the house containing much valuable information upon the progress of cultivation in that important island, and of the changes in the prices of sugar. In a comparative view of the state of the cultivation, exports, and proceeds, of sugars during two periods of four years each, which were exempted from wars and hurricanes, they stated the following facts, which I have reduced as much as possible to the comprehensive form of a table ‡.

* Though the importation of manufactured goods is by no means profitable to the East-India company, (for heavy charges and duties swallow up the great apparent advance of price) the merchants of the United States of America find their account in importing the piece goods of India and the porcelain of China; because the moderate expense of subsistence enables the Oriental manufacturers to furnish their goods at prices with which the enormous expense of living in this country renders it impossible for our manufacturers, with all their wonderful improvements in machinery, to en-

ter into any degree of competition. And the other countries of Europe have not hitherto rivaled the British manufactures.

† The highest number before this November was 83 in November 1778, as appears in the table made up by Mr. Chalmers in his *Estimate*, p. xlvi, ed. 1794.

‡ For the information contained in this report I am indebted to Mr. Edwards, who has given an abridgement of it in his valuable *History of the West Indies*, V. ii, p. 493.

	In the years 1772, 1773, 1774, 1775 *	In the years 1788, 1789, 1790, 1791.
The quantity of sugar imported into Great Britain from Jamaica during each period was cwt.	3,921,781	5,130,085
and from the other islands	3,762,804	2,563,228
Shipping cleared out from Jamaica in the } year 1787 } tuns	85,788	
and in the year 1791 (increase 52,361)		138,149
Average price of slaves †	£34 10 3½	£47 2 6½
Hire of labourers per day	0 1 2	in 1792 59 2 9
American lumber } Irish salted beef } advanced } pork } Herrings }		1 9
Herrings imported during each period barrels	76,163	37 } 22½ } per cent. 10 } 66 }
Annual export of sugar from Jamaica to } Great Britain } ‡ cwt	980,436	169,051
Average gross sales of it	£1 14 8	1,282,514
Amount of duties, insurance, freight, com- missions, &c. and value of the supplies from Great Britain and Ireland for the estates }	16 3½	£2 18 7
Net proceeds at the disposal of the planter	18 4½	1 6 5
Net proceeds of the whole	900,775 11 6	1 12 2
Annual exports of sugar to America hogsheads	408	
Number of sugar estates in the island	775	767
Annual average of taxes raised in the island	£27,855 10 2	whereof 47 are new-settled.
Extra public burthens amount to above		£102,328 4 3½ 45,000 0 0

Sugar estates require on an average an annual supply of *six* new negroes, the expense of which, and the taxes (whereof two thirds are paid by the sugar-planters) reduce the above net proceeds to £726,992 : 2 : 4 for the income of 775 sugar estates. That sum was inadequate to the support of the planters and their families, and the payment of their debts; and thence in the course of twenty years there were sold for debt 177 estates there were thrown up 55
and remaining now (1792) in the hands of creditors 92
The sugars were boiled with wood got upon the plantations.

The planters have begun to pay their debts, and have got into better credit.

with imported coals on many plantations.

The committee apprehend, that the uncertainty of drawbacks being allowed, or not, must prevent foreigners from applying to Great Britain for sugars, whereby they are in danger of being confined to the consumption of Great Britain and Ireland, the consequence of which must replunge the planters into the state of bankruptcy and ruin, from which they are beginning to emerge. They assert, that West-India produce is as much a part of the national wealth, as if it were raised in any part of Great Britain: and they observe, from an account published by Mr. Arnould, that France, previous to the revolution, received annually one hundred and twenty millions of livres for sugar and coffee exported to Italy, Holland, Germany, and the Baltic, which sum of itself turned the

* Though the American war began in 1775, the American privateers did not seize West-India vessels till the beginning of 1776.

† All the sums mentioned in this report are sterling money.

‡ The weight here stated is what the sugars weighed when landed in Great Britain.

balance of trade in favour of that kingdom. They therefor recommend to the house to instruct Mr. Fuller, their agent, to petition parliament for a repeal of that part of the act, which regulates the exportation of sugars from Great Britain to foreign markets.

After fully considering the state of the sugar trade, the committee turn their attention to the consequences of an abolition of the slave trade, which they predict to be the total depopulation and utter ruin of the island *. They then observe the late increase of coffee plantations. During the whole of the first period of their inquiry the exports of that article were only 2,114,842 pounds, and they were annually decreasing. During the second period, in consequence of the reduction of the excise duty in 1783 to 6*d* a pound, the exports have annually increased; and in 1791 they amounted to 2,999,874 pounds. They state the number of coffee estates to be now 607, and the negroes employed upon them to be 21,011. These estates being mostly new-settled, and the coffee-trees requiring five years to come into full bearing, the exports of coffee may be expected in a few years to be an object of great importance to the commerce of Great Britain.

This year the city of Washington, or the Fœderal city, intended for the seat of the general government of the United states of America, was founded on the north bank of the River Potowmack, having a district annexed to it on both sides of the river, which is detached from Virginia and Maryland, and is under the jurisdiction of the city. The situation unites all the advantages desirable for a city destined to be the commercial, as well as the legislative, capital of the United states, being nearly at equal distances from both ends of that extensive confederacy of republics, having easy access to and from the Ocean for the largest merchant ships by the great river Potowmack and the noble Bay of Chesapeake, both remarkably clear of shoals and dangers, and commun-

* They 'suppose a planter settling with a gang of one hundred African slaves, all bought in the prime of life. Out of this gang he will be able at first to work, on an average, from eighty to ninety labourers. The committee will further suppose, that they increase in number; yet in the course of twenty years this gang will be so far reduced in point of strength, that he will not be able to work more than from thirty to forty. It will, therefore, require a supply of fifty new negroes to keep up his estate; and that not, owing to any cruelty, or want of good management, on his part: on the contrary, the more humane he is, the greater number of old people and young children he will have on his estate. This decrease of culture will be gradual, and will not at first be materially felt: but in the course of time it will reduce the quantity of sugars and coffee exported to Great Britain by her own colonies so much,

that she will be obliged to purchase, instead of selling, those articles at foreign markets, to the great benefit of other nations, who will not follow her example, but who will, on the contrary, encourage their sugar colonies, and extend their cultivation.'

With submission, it may be asked, if people become superannuated in twenty years after, being in the *prime of life*, and if the children of these superannuated people are all in a state of infancy? If one half of the slaves are women (as they ought to be, if the planter looks to futurity), will not those fifty women in twenty years have, besides younger children, at least one hundred grown up to young men and women, capable of partaking the labour of their parents, and replacing their loss by superannuation or death, as has been the case with the working people in all other parts of the world from the creation to this day?

icating, by canals and improvements of the natural navigation of the rivers, with a back country of prodigious extent and rapidly-improving population and importance.

The following brief notices concerning canals are worthy of attention.

This year Mr. Templer of Stover-lodge made a cut from Teignmouth to the neighbourhood of Ashburton (both in Devon-shire) at his own expence: the only example, I believe, besides the duke of Bridgewater's, of such a work being undertaken and accomplished by an individual.

The canal, leading from the coal-works at Wednesbury to Birmingham, was begun in 1769 with a capital consisting of 500 shares of £140 each. The price of coals was thereby reduced from 13/ a tun to 8/4; and the value of the shares in the canal rose in the year 1782 to £370, and this year to £1,170.

The shares of the Birmingham canal, originally £100, were this year worth above £1,000.

Such are the benefits conferred by inland navigations, when judiciously planned, on their proprietors, and on all the country around.

A very simple method of preserving water at sea was communicated to the patriotic society for the encouragement of arts, manufactures, and commerce. It consists merely in firing the inside of the cask, (the heading as well as the staves) so much as to produce a thin crust, or lining, of charcoal on the whole inside surface of it. The casks so prepared never become musty when empty.

The following *Account of the fishery and trade of Newfoundland, from the re-establishment of peace till the end of this season*, is extracted from the official returns, made to the committee of the privy council for trade and plantations, by the admirals commanding on that station.

	Vessels.	Tuns.	Seamen and passengers.	Quintals of fish cured.	Tuns of train oil.	Tierces of salmon exported.	Seal oil; and oil, skins, and tecth of sea-cows; value.	Furs obtained by hunting and trade, value.
In the year 1784								
British fishing vessels .	236	22,535	5,790	131,650	679	725	£3,382	£540
British sack vessels . .	60	6,297	547					
British colony vessels .	50	4,202	435					
Bye boats	344		2,606	93,050	506			
Boats of the inhabitants	1,068			212,616	991			
1785								
British fishing vessels .	292	26,528	7,215	170,372	771	2,341	4,292	1,660
British sack vessels . .	85	9,202	865					
British colony vessels .	58	6,290	477					
Bye boats	510		2,887	111,994	429			
Boats of the inhabitants	1,434			262,576	1,433			
1786								
British fishing vessels .	280	23,201	8,582	212,415	830	2,596	6,071	2,800
British sack vessels . .	173	16,838	1,426					
British colony vessels .	34	2,861	281					
Bye boats	413		5,326	99,180	526			
Boats of the inhabitants	1,152			257,547	1,035			
1787								
British fishing vessels .	306	30,882	9,112	276,215	602	3,865	5,435	2,093
British sack vessels . .	167	22,434	1,157					
British colony vessels .	37	4,339	330					
Bye boats	451		3,625	114,180	585			
Boats of the inhabitants	1,709			341,620	1,562			

In the year 1788							
British fishing vessels . .	389	38,846	10,508	412,580	688	} 3,736	£7,126
British sack vessels . . .	150	20,572	1,423				
British colony vessels . .	28	3,048	232				
Bye boats	317		2,397	79,285	415		
Boats of the inhabitants . .	2,090			457,105	1,744		
1789							
British fishing vessels . .	304	27,500	7,831	326,309	638	} 2,327	11,688
British sack vessels . . .	163	23,359	1,464				
British colony vessels . .	70	6,787	511		345		
Bye boats	533		7,323	106,000	452		
Boats of the inhabitants . .	1,456			339,260	1,282		
1790							
British fishing vessels . .	259	20,654	4,234	262,240	638	} 2,990	3,190
British sack vessels . . .	143	9,981	1,496				
British colony vessels . .	69	qu. 17,941	1,209		324		
Bye boats	387		6,749	83,870	226		
Boats of the inhabitants . .	1,414			302,974	1,261		
1791							
British fishing vessels . .	245	21,422	5,753	183,494	464	} 3,585	3,190
British sack vessels . . .	151	20,107	1,332				
British colony vessels . .	76	8,392	561		243		
Bye boats	584		6,061	123,023	576		
Boats of the inhabitants . .	1,259			229,770	883		
1792							
British fishing vessels . .	276	18,838	6,607	156,360	343	} 4,598	11,020
British sack vessels . . .	161	21,275	1,319				
British colony vessels . .	57	6,250	327		275		
Bye boats			7,138	395,900	1,747		
Boats of the inhabitants }	1,997						2,330

In the years 1784, 1787, and 1788, there appears to have been no trade with the natives; but in 1789 it amounted to £12,728, and in 1790 to £4,080, comprehending in these years the greatest part of the furs, &c.

The number of people residing throughout the winter in the island was 10,701 in the year 1784. In 1789 they were increased to 19,106; and in 1791 they were reduced to 16,097. The greatest quantity of land in cultivation during this period was 8,034 acres in the year 1785, when only 10,244 people wintered on the island; and only 4,299 in 1789 when the population was at the highest.

From the returns, made by the naval officer to the office of the committee of the privy council for trade, I have extracted, as a specimen,

An Account of the exports from Newfoundland, between 1st October 1790 and 10th October 1791.

	Great Britain, Ireland, Jersey Guernsey.	Spain, Portugal, Italy, Madeira.	The West- Indies.	Canada, N. Scotia, N. Brunsw.	United States.	Totals.
Dry cod fish quint.	29,717	604,402	57,177			751,296
Core fish quint.	20,825					20,825
Salmon tierces		4,694	158	194		5,046
Herrings barrels	26	93	1,244	362		1,725
Oil tuns .	2,060	54	8			2,122
Seal skins n ^o . .	28,964					28,964
Planks and boards . . feet .	40,544					40,544
Shingles n ^o . .			29,000			29,000
Staves n ^o . .	16,948					16,948
The shipping cleared out-ward, were						
Vessels	140	288	47	35	13	523
Tuns	10,451	36,671	5,158	4,354	1,786	58,420
Men	1,047	2,468	366	294	114	4,289

It may be here observed that the year ending with October 1788 exceeded the above, and also all preceding years, in the number and turnage of shipping, and in the quantity of fish exported.

The following *Account of the state of the French fishery at Newfoundland, during several years*, is also taken from the returns of the British admirals, who commanded on that station.

	Vessels.	Tuns	Boats.	Men.	Quintals of fish cured.	Tuns of oil.
In the year 1786	86	22,640	1,532	7,859	426,400	1,059
1787	73	15,690	1,342	6,402	128,590	323
1788	86	20,130	1,560	7,433	241,262	603
1789	58	15,900	1,035	7,314	239,000	
1791	43	10,417	628	5,895	40,580	121
* 1792	46	9,180	689	3,397	94,000	174

The following is *an authentic statement of the commerce of Petersburg during this year.*

	Value of exports, Rubles.		Value of imports, Rubles.		Duties levied at Petersburg and Cronstadt, Rubles.
By merchants of Russia	13,579,337	57	18,228,855	32	
Great Britain	7,378,319	16	1,930,457	60	
Denmark	201,726	58	435,399	0	
Germany	27,336	91	133,489	50	
Sweden			3,700	50	
Holland	134,330	26	227,473	50	
Lubeck	8,547	0	8,135	0	
France	417,809	11	414,983	92	
Italy	3,510	0	4,399	0	
Hamburgh			6,631	50	
Switzerland			6,728	50	
Portugal	170,298	63	125,444	45	
Spain	179,458	50	248,689	0	
Mecklenburg			34,124	50	
sundry nations	23,001	58	123,421	69	
By captains of vessels	100,656	28	182,092	60	
Totals	22,224,331	58	22,114,025	58	1,109,074 36

A great proportion of those, who were classed in this account as Russian merchants, were in fact British subjects, who made themselves citizens of Petersburg, or some other Russian town, in order to obtain the abatement of duties allowed to the subjects of Russia; and hence we see the amount of the nominal Russian exports and imports this year exceed that of the British.

* Mr. Waldron, a merchant engaged in the trade to Newfoundland, and who had for ten years acted as naval officer for the district of Fortune bay in Newfoundland, which is near to the French islands and fishing grounds, informed a committee of the house of commons in the year 1793, that he sent an officer every year to St. Pierre, generally at the request of the furrogates, to examine the state of the French fishery; that in August 1792

there were 40 brigs and ships, averaging about 150 tons burthen, the crews of which, together with the inhabitants of the island, employed 640 flats carrying two men each; they had from 110 to 120 fishing shalops carrying three men each, and 100 bankers carrying, on an average, eight men each. [*Second report of the committee on the trade of Newfoundland, April 1793, p. 2.*]

In the course of the season 996 vessels arrived, whereof 609 were British, 83 Danish, 59 Dutch, 50 of Rostock, 51 Russian, 36 Swedish, 24 of the United States of America, 20 of Lubeck, 19 Spanish, and 15 of Hamburg.

There failed 971 vessels, whereof 606 belonged to Great Britain and Ireland, viz. -

for London	156	for Leith	24	for Dublin	20	for Jersey	4
Hull	110	Grangemouth	12	5 other ports	} 19	for several ports	} 28
Liverpool	72	Dundee	10	in Ireland		on the contin-	
Bristol	17	Port Glasgow	} 10			ent of Europe.	
Newcastle	17	and Greenock					
43 other ports	} 88	13 other ports	} 19				
in England		in Scotland					
	<u>400</u>		<u>75</u>		<u>39</u>		<u>32</u>

Of the 24 vessels belonging to the United States of America, 3 failed for New York, 1 for Philadelphia, and the rest for Boston and other ports in New England.

The principal articles of the exports by the British vessels were iron, hemp and flax of all kinds, tallow, pot-ash, linens, timber and deals, lintseed, and furs of various kinds.

The following is an Account of the vessels belonging to the British dominions, with their registered tonnage and usual number of men, on the 30th of September 1792.

	Vessels.	Tons.	Men.
England	10,633	1,186,610	87,569
Scotland	2,143	162,270	13,491
Ireland	1,193	69,567	6,730
Colonies	1,745	103,316	8,389
Guernsey, Jersey, &c.	188	13,901	1,241
Mann	177	4,477	866
Total	16,070	1,540,145	118,286

There were built and registered in the several ports of the British dominions, in the course of this year,

821 vessels measuring 78,120 tons.

The net revenue of the customs, paid into the exchequer in the course of the year, was

from the custom-house in London	-	-	£3,957,486	1	10
from the custom-house in Edinburgh	-	-	31,040	0	0
the West-India duty of four and a half per cent	-	-	38,640	0	0

Total net revenue of the customs of Great Britain £4,027,230 1 10

There were coined at the mint, in the course of this year,

25,080 pounds of gold, value	-	-	£1,171,863	0	0
and 83 lb. 1 oz. 17 dwt. 15 gr. of silver, value	-	-	274	8	3
			<u>£1,172,137</u>	<u>8</u>	<u>3</u>

The following is an Account of the number of vessels with their tonnage and men, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1792.

ENGLAND.

Inward.						Outward.					
British.			Foreign.			British.			Foreign.		
Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
25	31,727	1,830	51	92,388	5,362	233	42,262	2,168	167	35,874	1,833
656	174,070	7,981	3	661	31	238	62,877	2,916	1	380	15
23	4,312	207	2	270	16	13	1,809	101	2	216	17
88	10,976	819	13	21,031	1,262	27	4,721	241	46	6,703	432
16	20,872	1,370	8	2,265	93	58	7,015	430	5	1,615	63
27	4,320	231	34	37,413	1,647	13	2,224	113	79	16,409	747
572	138,058	6,315	1	4,357	200	102	24,509	1,148	14	3,909	180
40	12,233	520	61	11,344	505	9	1,634	80	67	11,252	513
150	23,580	1,231	10	2,570	128	315	50,500	2,685	25	3,055	167
17	1,553	95	514	33,410	1,813	14	1,929	116	166	14,222	1,058
810	115,658	6,277	10	1,035	109	1,074	131,611	7,229	42	4,012	288
604	57,370	4,074	330	12,362	2,195	572	61,175	4,056	105	8,346	999
1,402	90,226	7,590	9	1,169	84	1,304	106,431	7,831	10	2,050	178
521	66,150	3,987	8	853	61	263	38,532	2,394	7	775	74
15	1,599	98	45	4,324	313	5	436	32	33	3,464	250
2	271	13	2	218	14	2	218	14	1	200	10
348	40,84	2,409	240	29,578	1,819	2	29,578	1,819	1	200	10
7	98	51	2	269	18	33	3,464	250	1	200	10
14	2,887	171	57	6,737	407	18	6,737	407	1	200	10
50	7,476	405	108	22,751	1,341	75	22,751	1,341	1	200	10
3	29	10	7	1,105	66	1	1,105	66	1	200	10
38	6,40	363	15	3,022	170	7	3,022	170	1	200	10
11	1,713	99	9	1,315	75	15	1,315	75	1	200	10
1	10	6	2	292	17	9	1,315	75	1	200	10
9	1,27	69	2	292	17	2	292	17	1	200	10
8	1,141	87	8	982	56	17	982	56	1	200	10
30	7,20	399	45	11,189	565	56	11,189	565	1	200	10
2	54	26	3	287	19	19	287	19	1	200	10
2,112	199,794	12,298	15	2,020	134	436	843	24,523	265	56,160	2,883
101	6,412	542	217	7,881	670	5,122	436,843	24,523	265	56,160	2,883
334	17,61	1,191	302	19,453	1,320	217	7,881	670	265	56,160	2,883
84	2,138	3,397	73	21,490	2,907	302	19,453	1,320	265	56,160	2,883
58	13,157	1,053	42	9,544	816	73	21,490	2,907	265	56,160	2,883
14	35,923	1,879	42	9,544	816	42	9,544	816	265	56,160	2,883
204	20,24	2,000	176	41,451	2,186	176	41,451	2,186	265	56,160	2,883
5	1,04	66	317	48,087	3,524	317	48,087	3,524	265	56,160	2,883
49	9,207	452	15	4,700	216	15	4,700	216	265	56,160	2,883
555	132,108	8,137	487	122,204	7,101	487	122,204	7,101	265	56,160	2,883
14	2,595	203	4	425	60	4	425	60	265	56,160	2,883
28	21,526	2,541	33	27,615	3,356	33	27,615	3,356	265	56,160	2,883
63	9,602	884	3	1,132	83	3	1,132	83	265	56,160	2,883
12	1,330	80	235	40,479	5,012	235	40,479	5,012	265	56,160	2,883
2	69	6	14	14,410	100	14	14,410	100	265	56,160	2,883
10	85,131	4,444	1	30	5	1	30	5	265	56,160	2,883
331	87,932	4,617	11,432	1,139	26	11,432	1,139	26	11,432	1,139	26
331	87,932	4,617	11,432	1,139	26	11,432	1,139	26	11,432	1,139	26

SCOTLAND.

Inward.						Outward.					
British.			Foreign.			British.			Foreign.		
Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
170	14,078	913	119	11,865	879	92	9,921	577	92	9,921	577
154	25,006	1,327	1	223	11	44	7,226	355	44	7,226	355
11	7,473	501	3	460	32	90	7,973	511	4	682	42
30	3,836	222	222	3,836	222	3	260	19	3	260	19
192	30,299	1,572	1,572	30,299	1,572	22	3,958	212	22	3,958	212
81	7,803	463	463	7,803	463	1	78	7	1	78	7
150	14,623	862	2	126	7	78	8,083	470	78	8,083	470
1	75	6	6	75	6	10	1,003	67	10	1,003	67
11	1,202	69	69	1,202	69	13	1,390	81	13	1,390	81
40	4,308	273	273	4,308	273	22	2,267	153	22	2,267	153
28	3,502	209	209	3,502	209	22	2,020	130	22	2,020	130
11	1,696	98	98	1,696	98	2	222	13	2	222	13
1	85	7	7	85	7	6	805	40	6	805	40
1,752	94,934	8,136	8,136	94,934	8,136	1,232	71,529	5,666	1,232	71,529	5,666
35	1,118	107	107	1,118	107	31	900	97	31	900	97
2	216	15	15	216	15	1	130	6	1	130	6
18	4,900	680	680	4,900	680	20	5,487	670	20	5,487	670
33	6,110	361	22	3,601	184	47	9,512	577	47	9,512	577
15	3,927	189	189	3,927	189	36	7,280	441	36	7,280	441
2	450	30	30	450	30	2	451	32	2	451	32
93	16,252	1,106	1,106	16,252	1,106	92	16,281	1,088	92	16,281	1,088
1	196	9	9	196	9						
239	24,521	1,684	1,684	24,521	1,684	1,059	165,476	11,754	1,059	165,476	11,754
239	24,521	1,684	1,684	24,521	1,684	1,059	165,476	11,754	1,059	165,476	11,754

A. D. 1792.

The official value of the imports and exports of Great Britain during the year 1792 was as follows.

Countries, &c.	Imported into				Exported from			
	ENGLAND.		SCOTLAND.		ENGLAND.		SCOTLAND.	
	British merchandise.	Foreign merchandise.	British merchandise.	Foreign merchandise.	British merchandise.	Foreign merchandise.	British merchandise.	Foreign merchandise.
Denmark and Norway	£132,943 1 10	£53,705 18 10	£168,168 7 11	£131,914 15 6	£300,083 2 7	£9,610 19 1	£3,026 9 9	£12,637 8 10
Russia	1,427,454 16 8	281,216 12 9	400,493 8 11	379,288 8 11	779,781 17 1	28,280 17 3	1,699 8 8	29,980 5 11
Sweden	289,626 14 1	49,063 14 4	52,440 6 7	60,638 11 9	113,078 18 4	4,972 16 11	288 19 7	5,261 16 6
Poland	108,128 15 1	14,102 16 6	32,822 18 7	34,174 7 9	66,997 6 4	77 17 0		77 17 0
Prussia	425,433 9 6	56,230 14 10	55,133 7 8	41,120 3 8	96,253 11 4	1,366 2 5	2,343 15 0	3,709 17 5
Germany	562,742 14 5	87,604 7 0	788,345 18 2	1,289,701 4 2	2,078,047 2 4	22,794 7 10	38,269 11 4	61,063 19 2
Holland	633,780 19 6	107,754 2 0	693,533 14 9	647,173 9 8	1,340,707 4 5	91,673 8 2	84,068 15 7	175,742 3 9
Flanders	130,833 11 5	1,456 0 0	379,470 15 11	631,641 14 9	1,011,112 10 8	1,816 5 0	18,164 7 5	19,980 12 5
France	704,979 10 2	12,655 5 8	733,521 8 1	476,074 5 0	1,211,595 13 1	7,759 4 0	8,811 6 8	16,570 10 8
Portugal	911,200 3 8	55,267 2 3	674,607 7 3	29,200 5 0	703,867 12 3	3,259 17 2	2,493 5 0	5,753 2 2
Madeira	9,156 13 7	2,196 15 5	32,998 13 10	7,531 7 6	40,530 1 4	4,025 9 11	446 14 0	4,472 3 11
Spain	879,172 19 5	18,667 12 8	690,258 6 5	88,937 2 6	779,215 8 11	13,476 7 7	1,409 15 1	14,886 2 8
Canaries	10,222 14 4		17,249 8 7	28 1 1	17,277 9 8			
Straits	3,276 12 1		73,957 1 9		73,957 1 9			
Gibraltar	9,876 10 11	1 15 4	104,002 7 4	17,384 12 11	121,387 0 3	1,734 17 4	45 6 6	1,780 3 10
Italy	980,018 19 2	14,370 5 8	753,042 4 8	176,405 7 4	929,447 12 0	12,249 18 10	4,423 0 5	16,672 19 3
Venice	65,331 13 11		12,903 10 10	4,209 3 2	17,112 14 0			
Turkey	290,599 7 1		98,961 0 3	174,824 17 5	273,785 17 8			
Ireland	2,223,023 6 10	399,709 15 3	1,386,886 16 4	756,617 7 11	2,143,504 4 3	125,957 9 5	103,405 4 2	229,362 13 7
Mann	25,651 15 11	1,691 12 7	23,051 2 8	12,561 5 3	35,612 7 11	1,915 19 9		1,915 19 9
Guernsey, &c.	58,628 13 9	224 5 3	78,677 14 4	12,896 12 4	91,574 6 8	556 5 0		556 5 0
Greenland	55,101 15 7	8,676 17 4		608 8 0	608 8 0		87 15 7	87 15 7
United states	954,141 14 11	84,565 14 1	3,794,238 6 5	280,764 0 2	4,075,002 6 7	180,589 2 10	15,826 19 10	196,416 2 8
British colonies	248,244 7 4	7,553 15 2	809,427 14 7	186,402 11 8	1,055,830 6 3	38,677 6 2	25,483 16 3	64,161 2 5
British	3,729,167 1 1	398,880 4 0	2,219,355 18 2	200,744 10 9	2,420,100 8 11	331,288 18 1	32,921 2 5	364,210 0 6
Foreign	234,602 18 9	45,882 2 1	91,570 15 1	9,467 16 7	101,038 11 8	4,154 19 2	1,430 2 8	5,585 1 10
Asia	2,701,433 0 6		2,332,172 11 4	93,774 15 9	2,425,947 7 1			
New Holland	114 8 7		9,187 9 7	2,752 14 4	11,940 3 11			
Africa	82,912 7 0		861,620 3 6	485,845 0 6	1,347,465 4 0			
Sierra Leona			20,453 19 4		20,453 19 4			
Totals	17,807,700 17 7	71,761,657 9 0	17,450,612 18 6	6,223,703 0 7	23,674,315 18 7	886,238 8 11	344,615 15 11	1,230,884 4 10

Summary.

Imports of	{	Exports of		Foreign merchandise.		Totals.
		England	Scotland	England	Scotland	
Imports of	{	£17,897,700 17 7	1,761,657 9 0	£17,450,612 18 6	£6,223,703 0 7	£23,674,315 18 7
				886,238 8 11	344,615 15 11	1,230,884 4 10
		£19,659,358 6 7		£18,336,851 6 11	£6,568,348 16 6	£24,905,200 3 5

1793, January 8th—The king was empowered to prohibit, by proclamation or order in council, the exportation of pig iron, bar iron, hemp, pitch, tar, rosin, turpentine, anchors, cables, cordage, masts, yards, bowsprits, oars, oakum, oker, sheet copper, and other naval stores, on penalty of forfeiture of vessel and cargo. Saltpetre, gun-powder, arms, and ammunition, when prohibited to be carried coastways by the king in council, were also made liable to forfeiture, together with the vessel carrying them, if shipped for coasting carriage. [33 *Geo. III, c. 2.*]

The advisers of the order of council of 9th November 1792 were sheltered from prosecution by an act of indemnity. The same act moreover prohibited the exportation of wheat, flour, or bread, before the 1st of March 1793, with the exception of foreign wheat and flour imported and warehoused for exportation, and the quantities permitted to be exported to certain countries by the act 31 *Geo. III, c. 30.* The king was also vested with a general power to stop the exportation, and permit the importation, of corn, flour, and bread, by an order in council, during the continuance of the current session of parliament; and to permit potatoes to be carried coastways, or to Ireland, or as ship's stores. [*c. 3.*]

Some plants of the genuine cinnamon, the mango, and several other valuable productions of the East-Indies and South-sea islands, were found in a thriving state onboard a French ship, which was conveying them from the Isle of France to St. Domingo, when she was taken in the year 1782 by Captain Marshall of the *Flora*, one of Admiral Rodney's squadron, who deposited them in the magnificent garden belonging to Mr. East at the foot of the Liguanea mountains in Jamaica. Some samples of the cinnamon, brought home from Mr. East's garden, have sufficiently proved, that it is the true Ceylon species: and, as it has been also cultivated to some extent in several other parts of Jamaica, one gentleman having set out 50,000 plants of it in his own grounds, there seems good reason to expect, that it may become an important article in trade.

By the death of Mr. East, which happened in January 1792, his noble garden having become the property of his nephew Mr. East, a gentleman residing in England, he liberally offered it to the assembly of the island at their own price, who thankfully accepted his offer; and thenceforth it became the principal public botanic institution of the island*.

But a more capital, and essentially important, addition to the vegetable productions of the West-Indies was happily accomplished, after some unsuccessful attempts, by the arrival of Captain Bligh in the *Pro-*

* The lovers of botany may enjoy the catalogue of the rare plants, growing in Mr. East's garden at the time of his death, in the appendix to the first volume of the *History of the West-Indies* by Mr. Edwards, from whom this brief account of the

garden is taken. There is a scientific account of the cinnamon trees of Jamaica in the eighth volume of the *Transactions of the Society for the encouragement of arts, manufactures, and commerce.*

vidence, and Captain Portlock in the *Assitant*, from the South sea at S^t. Vincents with a cargo of several hundred living plants of the BREAD-FRUIT TREE, that pretious gift of the bountiful Author of nature, which may be said to enable the natives of the happy islands of the South sea to eat their bread without the sweat of their brows. A number of them were immediately planted in the public garden of S^t. Vincents; and the rest were carried down to Jamaica, where the thriving condition of them before the expiration of the year 1793 encouraged the friends of the West-Indies to hope that they will in future be exempted from the horrors of famine, which, when the imported supplies of provisions happened to fail, has sometimes carried off many thousands of the unhappy negroes, whereby (independent of what humanity must feel for the miserable fate of those poor unoffending creatures) the whole system of the British commerce with the West-Indies was endangered.

In August 1792 Lord Gower, the British ambassador at Paris, was recalled. Mr. Chauvelin, the French ambassador, still remained in London; but, after the deposition of the king of France, he was no longer acknowledged by the British court in the character of a public minister; and on the 24th of January he was ordered to leave the country. On the 28th the king announced to the parliament a necessity of augmenting his forces by sea and land: and on the 1st of February the French government issued a proclamation, wherein they complain of the insult offered to their ambassador, and of the stoppage of the corn shipped for France, while the exportation of it to other countries was free: they also complain of similar injurious treatment from the Dutch government; and therefor they declare, that they 'are at war with the king of England and the stadtholder of the United provinces.' The events of the war, except as they affected commerce or the commercial settlements abroad, do not belong to this work.

The funds immediately felt the shock. The three-per-cents, which had been at $97\frac{1}{8}$ in March 1792, and had been gradually depressed by the apprehension of war, now, on the certainty of it, fell almost instantaneously from $79\frac{7}{8}$ to $70\frac{1}{2}$. But they rose again as soon as April to 81; and, though they never afterwards came near to 80, yet they kept for a long time at prices rather higher than could be expected, owing to the men of property on the continent pouring their money into our funds, which they thought the most secure deposit in Europe.

March 25th—The commercial treaty, concluded between Great Britain and Russia in the year 1766, had been allowed to expire, the Russian government having thought it too favourable to the British subjects. It was now, however, apparently on account of the different aspect of the politics of Europe, renewed for the term of six years.

The first enterprize of the British forces in the West-Indies was di-

rected against the island of Tobago, which surrendered to Admiral Laforey and General Cuyler, April 15th. By this event the British planters, whose industry and capital had brought the island from the state of an uninhabited wilderness, when ceded to Great Britain at the peace of 1763, to be a valuable productive colony, again became subjects of Great Britain, after having lived under the dominion of France since the year 1781.

April 30th—The sum of £200,000 was granted by parliament to the commissioners for the reduction of the national debt, in addition to the annual million appropriated by the act 26 Geo. III, c. 31, to be applied by them agreeable to the directions contained in that act. [33 *Geo. III*, c. 22.]

It is sufficient to observe here once for all, that the same addition to the sinking fund has ever since been regularly granted every year by particular acts of parliament.

As the commencement of hostilities would take vast numbers of seamen from the merchant vessels, they were, as usual, permitted to have foreign seamen for three fourths of their complement: and the permission, instead of being annually renewed, as in former wars, was made permanent during the whole continuance of the war. [c. 26.]

By an act for preventing traitorous correspondence with, and assistance being given to, his Majesty's enemies during the war, all persons residing in Great Britain were prohibited from making, or procuring, insurance on any vessels or goods belonging to any person living in the French dominions, on any voyage whatsoever. Insurance was also prohibited upon arms, ordnance stores, masts, timber, sail-cloth, cordage or other naval stores, coals, saltpetre, iron, lead, or copper, and all things made of those metals, gold or silver in bullion or in coin of any kind, hay, straw, corn of any kind whole or ground, provisions fresh or salted, leather, saddlery, boots, shoes, or any other thing made of leather, from any part of the world to any part of the French territories. All insurances made contrary to this act were declared void; and all persons concerned in making them were made liable to imprisonment. Cutlery ware, not being of the description of arms of any sort, and buttons, buckles, needles, japanned wares, toys, and trinkets, were exempted from the prohibition of this act: as were also the produce of the island of Tobago, (not then known to be under the British dominion) or goods going to that island, being at the time the property of British subjects. [c. 27.]

The sum of £4,500,000 was raised for defraying the extraordinary expenses of the year by a loan, the subscribers to which received £100 in the three-per-cent consolidated fund for every £72 paid in by them. [c. 28.] The capital of the debt thus created amounted to £6,250,000.

Of the wealth, accumulated in nine peaceful years of successful com-

merce, a very considerable proportion was invested in machinery and inland navigations; objects, which, though generally very productive in due time, require a very heavy advance of capital, and depend for their productiveness entirely upon the general prosperity of the trade of the country. At this time also the concerns of both merchants and manufacturers were much more widely extended, and were much greater, than at any former period; a natural effect of increasing prosperity, and sometimes a cause of ensuing calamity. From the operation of causes, which I shall not pretend to explain*, the unprecedented number of bankruptcies in November 1792 was prodigiously exceeded in number and amount by those, which took place in the spring and summer of this year; 105 in March, 188 in April, 209 in May, 158 in June, and 108 in July. Many houses of the most extensive dealings, and most established credit, failed; and their fall involved vast numbers of their correspondents and connections in all parts of the country. Houses of great respectability and undoubted solidity, possessing ample funds, which actually did in a short time enable them to pay every shilling of their debts, were obliged to stop payment: and some bankers, who almost immediately, on recovering from the first panic, resumed the regularity of their payments, were obliged to make a pause. Many whom the temporary assistance of even a moderate sum of money would have enabled to surmount their difficulties, could not obtain any accommodation; for, in the general distress and dismay, every one looked upon his neighbour with caution, if not with suspicion. It was impossible to raise any money upon the security of machinery or shares of canals; for the value of such property seemed to be annihilated in the gloomy apprehensions of the sinking state of the country, its commerce, and manufactures: and those, who had any money, not knowing where they could place it with safety, kept it unemployed, and locked up in their coffers. Amidst the general calamity the country banks, which were multiplied greatly beyond the demand of the country for circulating paper currency, (there being about two hundred and eighty, or, according to other accounts, above four hundred, of them in England and Wales†) and whose eagerness to push their notes into circulation had laid the foundation of their own misfortunes, were among the greatest sufferers, and consequently the greatest spreaders of distress and ruin among those connected with them: and they were also the chief cause

* The writers of the times differ so very widely in the causes they assign for the commercial distresses of the year 1793, that it seems better to leave them to the determination of a future age, when impartial documents, not now attainable, may be brought forward: for sometimes Truth cannot tread very closely upon the heels of Time.

† The larger number is taken from the accounts

made up at the time. The smaller is from the evidence of Mr. Ellison before the committee of secrecy, appointed by the house of lords to inquire into the state of the bank of England in the year 1797. Mr. Ellison stated the number of country banks remaining in the year 1797 in England and Wales to be about 230.

of the great drain of cash from the bank of England, exceeding every demand of the kind for about ten years back. Of these banks above 100 failed, whereof there were 12 in York-shire, 7 in Northumberland, 7 in Lincoln-shire, 6 in Suffex, 5 in Lancashire, 4 in Northampton-shire, 4 in Somersfet-shire, &c.

In consequence of an interview of several of the principal merchants and traders with Mr. Pitt, the prime minister, a meeting was held at the Mansion house (April 23^d) to concert measures for putting a stop to this terrible calamity; when the lord mayor, and Messieurs Anderson, Bosanquet, Forster, Baring, Chiswell, Thornton, Harman, Winthrop, Boddington, and Hunter, after much deliberation, drew up the outlines of a plan for the revival of commercial credit, and the restoration of confidence, by a parliamentary advance of exchequer bills, under proper regulations, to houses of real capital; a copy of which was immediately laid before Mr. Pitt by the lord mayor and Mr. Bosanquet.

At the meeting of a select committee of the house of commons, Mr. Pitt, having laid before them the paper drawn up by the gentlemen assembled at the Mansion-house, stated, that he was informed from different quarters, that the failures had begun by a run on those houses, which had issued circulating paper without sufficient capital, the consequences of which had affected many houses of great solidity, possessed of funds in goods and other property much more than sufficient to satisfy all demands upon them, but unable to convert their funds into cash in due time to answer the pressure of the moment in the present general discredit of circulating paper: that the sudden deficiency of so much circulating paper had induced the bankers to retain greater sums in their hands than were necessary in the ordinary course of their business, whereby the evil was greatly increased, and bills of exchange, especially those of a long date, could not be discounted: that the orders and payments to the manufacturers being thereby interrupted, they were rendered incapable of continuing their regular weekly payments to their workmen, who must be thrown out of employment*, whence evils of the most serious nature must rapidly ensue: and that those evils were likely to increase to a most dangerous extent, if some effectual remedy were not immediately applied.

Messieurs Thornton, Anderson, and Chiswell, represented to the committee, that each of them personally knew the situation of many mercantile houses of great capital and respectability to be such, that, if they were not assisted during the present alarming stagnation of credit and of sales, they must inevitably stop payment, which would bring on the im-

* I insert in a note, because the information is not contained in the report of the select committee, that many of the discharged workmen enlisted in the army, and many emigrated to other coun-

tries. It is a melancholy consideration, that the same causes, which increase the number of drones, diminish that of the working bees, in the great hive of British industry.

mediate failure of many others of good credit and fortune connected with them.

Mr. Gilbert Innes, a director of the royal bank of Scotland, informed the committee, that the two chartered banks in Scotland could not much longer continue to give the necessary support to mercantile and manufacturing houses, and to the country banks, and that many houses, undoubtedly good, must fail, if not immediately assisted: that a late considerable failure, it was feared, would ultimately involve manufacturers employing 700 or 800 people; and many work-people must have already been thrown out of employment, had not the royal bank given liberal assistance to their employers. Mr. Innes thought, the distresses proceeded, not so much from any falling off of the demand in the usual markets for goods, as from the present difficulty of discounting the long bills usually given in London to the manufacturers in payment for their goods: and he believed, the country banks had contracted their advances and discounts, but that the royal bank had in this emergency enlarged the assistance given by them to the country. The later part of Mr. Innes's evidence was confirmed to the committee by Mr. Macdowall, a member of the house, just arrived from Glasgow, who said, that the Glasgow, Paisley, and Greenock, banks were so much alarmed by the situation of their affairs, and by their notes pouring in upon them for gold, that they scarcely discounted any bills: that the manufacturers had large stocks of goods lying in Glasgow and London, which they could not sell, but at ruinous prices, and they had discharged great numbers of their workmen. He stated the numbers usually employed by the manufacturers of Glasgow and Paisley to be 160,000 men, women, and children; and he declared, that any relief, to be effectual, must be immediate.

The committee concluded their report by saying, that, if the distress were brought on by rash, or unwarrantable, speculations, or confined to houses of doubtful credit, they should not think such cases deserving of parliamentary interposition; but that the consideration of the real responsibility of the sufferers, fully justified the measure of furnishing a temporary medium of circulation, authorized and secured by parliament, which would afford 'means to individuals to render their own exertions ultimately effectual, without at the same time giving such a degree of facility to their transactions, as might lead to a relaxation or suspension of those exertions;' would replace the quantity of currency suddenly withdrawn from the circulation; would soon put in motion large sums of money now locked up in consequence of the general apprehension; and thereby produce beneficial effects vastly beyond the amount of the sum to be advanced, which, they were of opinion, should be £5,000,000.

May 8th—In compliance with the recommendation of the committee,

Lord Sheffield, Sir Grey Cooper, Sir John Sinclair, Messieurs William Pultney, Richard Muilman Trench Chifwell, John William Anderson, Robert Smith, Samuel Bofanquet, Thomas Boddington, William Manning, John Whitmore, Francis Baring, Edward Foster, William Raikes, Robert Darell, Robert Barclay, Charles Grant, Gilbert Innes, Jeremiah Harman, and James Brogden, were constituted commissioners for advancing exchequer bills to the amount of £5,000,000, payable in equal portions on the last days of September, December, March, and June, ensuing, and bearing interest at the rate of two-pence halfpenny per day for every £100, to such of the merchants, traders, bankers, &c. of Great Britain as should apply for them, in sums not under £4,000, on security approved by the commissioners, or on the deposit of goods of double the value of the sums advanced, to be lodged in warehouses to the satisfaction of the commissioners, if in London, and of the principal officers of the customs or excise, if in Bristol, Hull, Liverpool, the city and port of Glasgow, Edinburgh, and Leith. The payments were required to be made by installments at the bank of England fifteen days before each bill of exchange should become payable, together with interest at five per cent on the sum expressed in the bill computed from the date of it to the day of payment; failing which, the sureties were to be sued, and the goods deposited sold at public auction. [33 *Geo. III*, c. 29]

This was not one of those officious and ill-concerted interferences, by which some governments ruin the interests of commerce, while they profess themselves the protectors of it. The very first intimation of the intention of the legislature to support the merchants operated all-over the country like a charm, and in a great degree superseded the necessity of the relief by an almost instantaneous restoration of mutual confidence. The event of this measure will be related afterwards.

May 10th—Some of the principal people of Liverpool had digested a plan for supporting the credit of the merchants and traders of that town, whose very extensive and complicated concerns had involved them in, perhaps, a greater share of the general calamity than any other place, except London. Their proposal was to issue negotiable notes secured on the estate of the corporation, which is sufficiently ample, and to employ them in support of the credit of individuals*. And it received the sanction of parliament, who authorized the corporation of Liverpool to issue notes to the amount of £200,000. [c. 31].

The prospect of this act, as of that for the general relief of the commercial interest, had such a powerful effect, that, when it was passed, Liverpool had in some measure already obtained the advantages expected from it in the return of confidence and credit; insomuch that little

* The Liverpool petition containing this proposal was presented to the house of commons on the 11th of April.

more than a third part of the sum, authorized to be issued, was required, in addition to the sums obtained by the merchants of Liverpool from the parliamentary commissioners.

June 3^d—The following acts of parliament were continued for limited times, viz.

The act empowering the importers of rum or spirits, the produce of the British sugar colonies, to land and warehouse the same at their own expense, before the duties of excise are paid, continued till 29th September 1799.

The act permitting the importation of lumber from the British colonies in America, to continue till 29th September 1795.

The act permitting sugars, the produce of the British sugar colonies, to be carried from them in British vessels directly to foreign parts, continued till 29th September 1799, subject to the regulations of the late act for regulating the allowance of drawbacks and bounties on sugars.

The act permitting the exportation of tobacco-pipe clay to the British sugar colonies, continued till 24th June 1797.

The act for granting bounties on the exportation of certain species of British and Irish linens, continued till 24th June 1794.

The act prohibiting the exportation of tools and utensils used in the iron and steel manufactures, continued for two years.

The act for establishing Clark's hydrometer as the standard for trying the strength of spiritous liquors, continued to the end of the next session of parliament.

The act for allowing drawbacks on soap, &c. used in the linen and cotton manufactures, continued till 25th March 1796. [c. 40]

June—The commissioned officers of the navy were indulged with the privilege of having limited quantities of wine for their own consumption onboard, free of duty. And purfers were allowed to ship tobacco, not exceeding two pounds per month for each man, onboard ships of war, free of duty, on giving bond that it should not be reloaded in Great Britain, Ireland, Guernsey, Jersey, Alderney, Sark, or Mann. [c. 48]

The act for encouraging and regulating the manufacture of sail-cloth was continued till 29th September 1795. [c. 49]

Port Antonio in Jamaica and St. John's in Antigua were made free ports for the admission of foreign vessels, &c. on the same terms as the free ports already opened in Jamaica, &c. the freedom of St. John's being limited to the 10th of July 1797. Rum of the British islands, negro slaves, and all other kinds of merchandize legally imported, (except masts, yards, bowsprits, pitch, tar, turpentine, and tobacco, and iron brought from the British colonies in America) were allowed to be carried from those ports to any colony in America belonging to an European state. No European or East-India goods were allowed upon any

pretence whatever to be exported from Antigua to any other British colony: and foreign vessels, arriving at any of the free ports with East-India goods onboard, are liable to forfeiture. Tobacco of the growth of any island or country in the West-Indies or America, belonging to any foreign European power, may be imported in foreign vessels into any of those ports, and thence imported into Great Britain or Ireland on paying the same duties as American tobacco.

The liberty of importing foreign sugar and coffee in foreign vessels was extended to the Caicos islands *, under the same regulations which were prescribed on their importation into the Bahama and Bermuda islands by the act 32 Geo. III, c. 43; with the further privilege of exporting such goods from the Bahamas, Bermudas, and Caicos, without paying any duty whatever: and all sugar and coffee, imported into Great Britain from the Caicos, are deemed of foreign growth.

The acts 28 Geo. III, c. 6, and 31 Geo. III, c. 38, having prohibited the importation of timber from the foreign West-Indies into the British West-India islands, they were repealed so far as to permit the importation of bullet tree, purple heart, green heart, black heart, mastic, wallabaw, yellow sanders, locust, and bastard mahogany, the produce of South America, Trinidad, and Porto Rico, for the service of the sugar plantations.

The act 28 Geo. III, c. 6 had also prohibited the importation of any goods whatsoever from the United states of America into the provinces of Nova Scotia, New Brunswick, the islands of Cape Breton, St. Johns, or Newfoundland, with their dependencies; but now the importation of pitch, tar, and turpentine, from the United states in British vessels was permitted for the accommodation of the ship-builders of those countries. [c. 50]

June 7th—The East-India company by virtue of an act of parliament, [23 Geo. II, c. 22] and upon the security of the debt due to them by the public, had sold annuities at three per cent to the amount of £2,992,440 : 5 : 0 of capital, which were known by the name of India annuities. With the consent of the company, and of the holders of the annuities, those annuities, and also the annuities on the capital sum of £1,207,559 : 15 : 0, retained by the company in their own hands, amounting upon the whole to £126,000 a year, were transferred from the management of the company to that of the bank of England, and ingrafted upon the fund called the three-per-cent reduced annuities, and made chargeable thenceforth, as other branches of the national debt, on the consolidated fund. By this ingraftment the debt of £4,200,000, due by the public to the company, was considered as paid off, excepting that the part of it remaining in the company's hands must

* In this act the Caicos appear to be considered as no part of the Bahama islands.

be repaid to them *at par*, before the legislature can divest them of their exclusive trade.

The company were also authorized to increase their present stock of five millions by opening a subscription for another million with the consent of the lords of the treasury, the present proprietors having a preference of subscribing to the extent of fifty per cent on their present stock, unless the capital so subscribed exceed the proposed million, in which case there must be a proportional reduction on every subscription. And they were directed to employ the money received from the subscribers in reducing their bond debts in Great Britain to the sum of £1,500,000, which they must not afterwards exceed, unless with the consent of the board of controul. [c. 47.]

June 11th—The exclusive trade of the East-India company, and the possession of the territorial acquisitions and revenues vested in them by former acts *, together with those lately acquired by them, were continued to them till the 1st day of March 1811, and thereafter till parliament give three years notice of an intention to discontinue them, and also pay off any debt, which shall be due by the public to the company. But this grant was subjected to a multitude of regulations and provisions.

A board of commissioners for the affairs of India † are to superintend, direct, and controul, all transactions concerning the civil or military government, or territorial revenues, according to regulations provided in this act. They are to have access to the books, papers, letters, &c. of the company, who are required to deliver to them copies of all resolutions, proceedings, &c. of the court of proprietors, and all letters, received from their servants abroad, relating to the civil or military government or revenue; and they are not to send out any orders relating to those objects, till they are approved by the board, who may, when they think it expedient, send orders, concerning war, peace, &c. in India, to the secret committee of directors, who, without disclosing the contents, must forward them to India.

The government of the territories in India is vested in a governor-general and three counsellors at Fort-William (or Calcutta) in Bengal, and a governor and three counsellors at each of the presidencies of Fort St. George (or Madras) and Bombay, the two later being subject to the orders and controul of the governor-general. The nomination of the governors, counsellors, commanders of the forces, and all the company's other servants, is vested in the court of directors, who also have the power of recalling them. But the king by a writing under his sign-manual, countersigned by the president of the board of commissioners,

* Particularly by the act 21 Geo. III, c. 65, which renewed the term of their exclusive trade.

† They are generally called the board of controul.

may remove any of the civil or military servants of the company, or vacate any appointment made by the directors.

‘ And forasmuch as to pursue schemes of conquest and extension of dominion in India are measures repugnant to the wish, the honour, and policy, of this nation,’ the governor-general is prohibited from making war without an express order from the court of directors, or from the secret committee by authority of the board of commissioners, *unless* hostilities are committed, or preparations are made for hostilities, against the British nation in India, or against any of the princes dependent on, or allied with, the company. And the governors of Fort St. George and Bombay are not to proceed to hostilities without orders from the governor-general, or from home, ‘ *except* in cases of sudden emergency, or imminent danger.’—No servant of the company in India is permitted on any pretence whatever to receive any present.—British subjects are amenable to courts of justice, both in India and Great Britain, for all offences committed in the territories of the native princes.

The company have a right, in the event of being deprived of their exclusive privileges at the expiration of the term now granted, to continue a corporation, and trade upon their joint stock in common with other British subjects.

In case of any territory, separate from the continent of China, and totally detached from the jurisdiction of that empire, being obtained from the Chinese government, and settled by the company, it shall be lawful for all British subjects, under regulations approved by the board of commissioners, to export British and Irish goods in the company’s ships at a moderate rate of freight, consigned to the company’s supercargoes or residents at such settlement, such exporters being by no means permitted to have any intercourse with the continent of China, or to interfere in any manner with the company’s affairs, and being obliged to pay in the proceeds of their sales to the company’s treasury, and receive bills of exchange payable in Great Britain.

Vessels engaged in the southern whale fishery, and licenced agreeable to former acts, have the liberty of passing Cape Horn, and sailing to the northward of the equator, and as far west as 180° of longitude from London.

The directors of the East-India company are required to lay before the board of commissioners a set of regulations proper to be observed by the vessels engaged in the fur trade on the north-west coast of America, which may have occasion to sail to Japan, Korea, or Canton, to dispose of their cargoes, and to return to the coast of America ; which, when sanctioned by the board, shall be binding on the owners and commanders of vessels in that trade, who, on conforming to the regulations, are entitled to licences for sailing into the company’s limits, where they

must be subject to the direction of the council of supercargoes, or other officers, of the company, equally with the commanders of the company's ships: and if they trade at any place not specified in the licence, or infringe any of the regulations, they are liable to the penalties for illicit trade.

During the continuance of the company's exclusive trade, any British subject, residing in the European dominions of Great Britain, may, on his own account, lawfully export in the company's ships to Malabar, Coromandel, Bengal, and Sumatra, any produce or manufactures of the British dominions in Europe, except military stores, ammunition, masts and other spars, cordage, anchors, pitch, tar, and copper, the exportation of all which is reserved to the company, or those to whom they give special licences. The civil servants of the company in India, and merchants residing there under their protection, may ship onboard the company's ships for London any goods, except piece goods made of cotton or silk, or having mixtures of those materials in them. For these exports and imports in private trade the company must every year appropriate the quantity of three thousand tons of shipping, subject to be increased or diminished by the board of controul, for which they may charge £5 outward, and £15 homeward, per ton in time of peace, and in time of war an additional freight with consent of the board of controul. The individuals, admitted to export and import in private trade, may employ any of the company's servants (not being in a judicial or military capacity, nor otherways disqualified) or any licenced private merchants in India, to act as commercial agents for sales and returns of their adventures; and the company are required to licence a sufficient number of persons for that purpose.—The company being entitled by law to a duty of five per cent, and by custom to a rate of two per cent, for charges and expenses, on the value of the goods imported in private trade, it was now deemed expedient, for the encouragement of private trade, to abolish both those charges, and substitute for them an allowance of three per cent on the gross amount of the sales of goods from India, in full satisfaction for charges of landing, warehouse rent, and selling; but the charges of five and two per cent still remain payable on goods from China.

That it may be made apparent, that the company do not neglect sending a due supply of the articles, whereof the exportation is particularly reserved to themselves, they are obliged to present to the board of commissioners an annual account particularizing the quantities and qualities of the articles shipped by them, and also, if required, an account of their intended exports for the ensuing season. In case of representation being made to the board by any British or Irish manufacturer of a deficiency of the exports of any article by the company, they may, in their discretion, make such regulations for individuals shipping any of

the reserved articles, at the rate of freight payable for other goods shipped in private trade, to such extent as they shall see proper. The proprietors of British copper are particularly authorized, in case of the company neglecting to purchase 1,500 tuns of copper for exportation on or before the 31st day of August in each year, to export the quantity deficient in the company's ships, and to receive their returns in India goods on such terms as are provided for the proprietors of other private trade. If the company, and the persons licenced by them, neglect to import a sufficient quantity of calicoes, dimities, muslins, and other piece goods, allowed by law to be used in Great Britain, and also for exportation, the board may admit individuals to import such goods in the company's vessels. For the encouragement of individuals to engage in the importation of raw silk, cotton, cotton yarn, skins, wool, dye-woods, sugar, and drugs, from India, and for securing to manufacturers a due supply at the sales, the company (who are empowered to land, store, and sell, all goods imported in private trade) are required to make speedy and frequent sales in moderate lots, under regulations approved by the board of controul.

The company's territorial revenues are to be applied to the following purposes, and in the following order of preference: 1) to defray the expense of the forts and military and naval establishments in India; 2) to pay the interest on debts due in India; 3) to support the civil and commercial establishments at the several settlements; 4) one crore of current rupees (near a million sterling) to be annually advanced to the several boards of trade, for providing investments to England, and remittances to China; 5) in case of paying off debts in India, or transferring them to Great Britain, to make an equivalent increase of the advances to the boards of trade, if necessary; the whole administration of the revenue being subject to the inspection and orders of the commissioners.

As it might be convenient to the company, that the greater part of the debt incurred in the defence of their possessions, amounting altogether to about seven crores of rupees, should be transferred to Great Britain, it was thought expedient to encourage their creditors in India to receive bills drawn upon the company, to the amount of £500,000 annually, at such equitable rates of exchange as shall be authorized by the directors, with consent of the board of commissioners, over and above the bills otherways authorized, till the company's India debt be reduced to two crores of rupees.

The company's commercial profits, after bills of exchange, debts, (except bonds) interest, and charges, are paid, are to be applied, 1) in payment of a dividend at *ten per cent* on the capital stock; 2) in payment of bills drawn for India debts to the amount of £500,000 annually; 3) in payment of £500,000 into the exchequer, to be at the disposal of

parliament.—Whatever surplus there is remaining after making these payments may be applied to accelerate the reduction of the India debt to two crores ; or it may be applied in discharge of the debts at home (except bond debts to the amount of £1,500,000) or for goods to be shipped, and their proceeds to be applied to the reduction of the debt in India. After the reduction of that debt to two crores, and of the bonded debt at home to £1,500,000, one sixth part of the surplus, over providing for the payments already directed, may be applied in augmentation of the dividends upon the company's stock ; and the other five sixths shall be paid into the bank of England in the first week of April in every year, and placed to the credit of the commissioners for the reduction of the national debt, till the money so paid, with the interest accumulating upon it, shall amount to twelve millions ; after which the five sixths shall be paid into the exchequer as the property of the public in full right.

The sums paid into the bank are to be separately accounted for to the commissioners for the reduction of the national debt, under the title of *The guarantee fund of the united company of merchants of England trading to the East-Indies*, and to be invested in the national funds in the same manner as the sums appropriated for the reduction of the national debt. When the guarantee fund, with the proceeds of it, shall have amounted to £12,000,000, the dividends arising from it shall be subject to make good the deficiency, if any, in the company's dividends of ten per cent, as long as they shall continue to trade with a joint stock : and the surplus, or the whole, if there is no need to assist the company's dividends, shall be paid into the exchequer as the property of the public.

On the determination of the company's exclusive trade, the capital of the guarantee fund is to be a security for the payment of their debts, and also to make good to the proprietors their capital stock, valuing every £100 of it at £200 : and afterwards, as long as the company shall continue to trade with a joint stock, it shall remain subject to make good all deficiencies ; and whatever remains of it, after satisfying all those demands, shall become the property of the public.—The bank is required to lay an annual account of the guarantee fund before both houses of parliament.

The company are permitted to apply their separate fund *, which amounted on the 1st of March 1793 to £467,896 : 7 : 4, over and above £9,750 capital stock, making also a part of the separate fund, with all interest accruing upon it, in making an additional dividend of *one half per cent* to the proprietors of stock, and after the expiration of their exclusive trade to dispose of the remainder of it as they may think proper.

For protecting the funds of the company from being burthened with

* For the commencement of it see V. iii, p. 690.

improper charges, they are restricted from giving any new salaries or pensions, or augmentations of old ones, above £200 a year, without the consent of the board of controul: and they are required to lay before parliament annual accounts of the revenues of every presidency, of their sales in India and at home, &c.

The claim of the king upon the company for a balance of military and naval expenses down to 24th December 1792, and the company's claim upon the king for their expenses in the expedition against Manila in the year 1762, for supporting prisoners and supplying hospitals in India, and also for customs on teas returned, amounting altogether to £443,632, were set against each other, and mutually cancelled; the company being bound to repay all expenses incurred after 24th December 1792 for the king's troops employed in India.

In order to secure to the company the full enjoyment of their exclusive trade, as now limited, they are empowered to seize all vessels employed by any British subject, belonging to Great Britain, Guernsey, Jersey, Alderney, Sark, Mann, the Faro islands*, or any British colony in America or the West-Indies, which shall be found without a licence within the limits of their charter, together with their cargoes; and to arrest all British subjects, not employed or licenced by them, found within their limits, and to send them home to England for trial. British subjects trading in India under the authority of foreign princes shall forfeit £500.

The governors, and members of council, the officers of the revenue and of justice, in India are not permitted to engage, directly or indirectly, in any kind of trade, unless on account of the company. The judges of the supreme court are upon no account to have any concern whatever in trade. Nor shall any British subject be concerned in the inland trade in salt, betel-nut, tobacco, or rice, except on account of the company.

All British subjects are prohibited from conveying East-India or Chinese goods to Europe by the way of Suez, or any other route. But the servants of the company who are not particularly prohibited, and the free merchants in India, may sell goods in India to the subjects of any foreign state, and may act as agents in importing, exporting, buying, and selling, on account of any foreign merchant or company, and may lend money to foreigners †. [33 *Geo. III, c. 52*]

* In after ages this act of parliament may perhaps be adduced as a proof, that the Faro (or Fœroe) islands, which (as we know from Snorro Sturleson, the Herodotus of the North, and other authors) were colonized by refugees from Norway in the reign of Harold Harfagur, and by emigrants from the Western islands of Scotland when they were subject to Norway, and which still belong to

that kingdom, were a part of the British dominions in the eighteenth century.

† This act, consisting of 163 sections, contains many minute regulations for the government and police of the territories in India, the forms of legal proceedings against delinquents, &c. which it is not necessary to insert in this work.

June 17th—The commissioners, appointed to issue exchequer bills for the support of commercial credit, were authorized to lend the bills on security of the property of persons willing to deposit it for the relief of their friends, and to admit applications for sums as low as £2,000, on receiving satisfactory security to double the amount. Many other regulations for the management of the business were also enacted, which being for a temporary purpose, the detail of them could not now be interesting. [33 *Geo. III, c. 51*]

Friendly societies, or benefit clubs, have been established among the working people and others for about a century*; and the experience of the advantages derived from them has extended them to almost every part of Great Britain. It is perhaps unnecessary to inform the reader, that the purpose of these institutions is to put it in the power of the industrious many to relieve the wants of the industrious few, who may be disabled by sickness or age from gaining their bread, out of a fund created by their own periodical contributions. Therefor, when they are judiciously established upon equitable and scientific principles†, they must be of great moral and political advantage in giving a check to that abandoned, and too general, propensity to waste, and disregard of character, which induce many of the lower class of people to throw themselves upon the parish rather than work; to introduce, or rather restore, an independence of spirit, a reliance upon their own exertions, and an honourable pride in placing a dependence upon funds created by their own industry; and to counteract the heavy and growing oppression of the poor's rates, which, it has been well observed, *find funds for the poor, and find poor for the funds*, and by which *the industrious and meritorious poor are compelled to maintain the idle and profligate poor, as well as the helpless poor, the only proper objects of gratuitous support*.

June 21st—The legislature, thinking the protection and encouragement of such societies likely to promote the happiness of individuals and diminish the public burthens, invested them with the powers and privileges of corporations, on condition that their rules be submitted to the inspection of the justices in quarter sessions, and confirmed by them, which gives them great advantages in the management of their funds, and defends them from depredations. The courts are required to ad-

* Sir Frederic Eden finds a strong resemblance between the modern friendly societies and the guilds, which subsisted in England before the Norman conquest. [*State of the poor, V. i, p. 590.*]

† Unless their schemes are drawn up by men who have studied that particular branch of calculation as a science, there is the greatest danger of their deceiving themselves from the prospect of the speedy accumulation of their funds in the early period of the society, which may disappoint the longest lives of the relief they will most stand in need

of, or, in the words of Doctor Price, 'lay the foundation of present relief on future calamity.' But it cannot be expected, that every parish, or every village, can have in it a Price or a Webster: and therefor the benevolent suggestion of Sir Frederic Eden, that a set of tables, regulations, forms of certificates, &c. calculated to facilitate and direct the operations of such valuable establishments, should be published, is well worthy of the attention of a philanthropic calculator, or a philanthropic government.

minister speedy justice to the societies against any of their officers who withhold their funds; and the effects of deceased officers of the societies are made liable for debts due to them in preference to the claims of all other creditors. The courts are also directed to appoint council and agents to manage their causes, who, as well as the officers of the courts, are required to do their duty without fee or reward: neither is any stamp duty chargeable upon the proceedings in such causes. To prevent the members of such societies from defrauding those who have a right to be relieved by them, they are debarred from dissolving themselves and dividing the funds, unless they have obtained the consent in writing of all entitled to relief, and of five sixths of the society. The members of the societies are exempted from the hardship of being driven from the parish wherein their choice, or their interest, induces them to live, unless they or their families actually become chargeable without having obtained a legal settlement in such parish. [33 *Geo. III. c. 54*]

Mr. Colquhoun reckons 1,600 friendly societies in London and its neighbourhood in the year 1799, of which 800 had enrolled themselves agreeable to this act. He estimates the number of members to be 80,000, and their annual contributions to be £1 from each member.

Sir Frederic Eden illustrates the beneficial effects of such societies upon the labouring classes by ‘comparing the condition of those who are members of them, and of those who, in the same village, are contented to rely on the parish for relief. The former are, in general, comparatively cleanly, orderly, and sober, and consequently happy, and good members of society; whilst the latter are living in filth and wretchedness, and are often, from the pressure of a casual sickness, or accident, which incapacitates them from working, tempted to the commission of improper acts (not to say crimes), against which the sure resource of a benefit club would have been the best preservative.’

Both these benevolent gentlemen recommend a prohibition of the purchase of lottery tickets, or any other gambling adventures, by the societies corporately, or the members individually. [*Police of the metropolis*, pp. 575, 157, ed. 1800.—*State of the poor*, V. i, pp. 615, 603]

June 17th—The war having raised the price of sugar, the regulations for the allowance of drawbacks and bounties were altered as follows. If the average price of muscovado sugar in the six weeks preceding the 23^d of June 1793 should not exceed 65*s* per hundredweight, and in August, October, and February, following not exceed 60*s*, exclusive of duties, the drawback and bounty should be allowed; deducting one shilling per hundredweight on refined sugar exported in foreign vessels. [c. 65]

The rent of tobacco allowed to remain in the custom-house warehouses above eighteen months, which had been fixed at six pence per week for every package from the day of lodging it, was reduced to

three halfpence : and three years, instead of two years, were allowed for clearing it out from the warehouses, and paying the duty.—A Spanish vessel loaded with tobacco from New Orleans, having, on receiving intelligence of Spain being at war with France, put into Plymouth, and the lords of the treasury having provisionally permitted the cargo to be entered on paying the duty charged on tobacco from the United States of America, the permission was confirmed by parliament. [c. 57]

The same premium formerly allowed to vessels engaged in the southern whale fishery, and permitted to sail in the Pacific ocean only as far north as the equator, was now extended to those, which, in virtue of the recent act for renewing the East-India company's exclusive trade, should sail beyond it. [c. 58]

The temporary duties, imposed by the act 31 *Geo. III.* c. 49, on spiritous liquors imported, were prolonged till 5th April 1795. Regulations were also enacted for the distilleries in Scotland, and for the carriage of British spiritous liquors between the two united kingdoms. [c. 59]

There was raised this year by a lottery the sum of £675,000, whereof there remained a clear profit to the public of £175,000 after paying the prizes. The act contains a number of regulations, having for their object the prevention of fraudulent practices in lottery transactions. [c. 62]

Goods legally imported into Ireland from the British colonies and settlements in America, the West-Indies, and those parts of Asia and Africa not comprehended in the limits of the East-India company's exclusive trade, are permitted to be imported into Great Britain in British or Irish vessels, accompanied with the original documents; goods so imported being considered with respect to duties, drawbacks, &c. as if directly imported from the colonies and settlements abroad. [c. 63]

Several new regulations were made respecting the duty of the receiver of corn returns. The king in council was empowered to regulate the importation and exportation of corn in proportion to the prices, and also the coasting carriage of it.—The bounty on the exportation of oatmeal having been hitherto regulated by the price of oats, it was henceforth determined by the price of the meal itself, 1/6 per boll being allowed to the exporters in British vessels, when the price is under 13/ per boll, and the exportation being prohibited when it rises to 14/, with the exception of the limited quantities formerly allowed to be shipped from certain ports for the colonies and foreign settlements.—The Hudson's-bay company were permitted to ship annually 560 tuns of flour and 1,000 quarters of different kinds of corn and bread to their settlements; and the Sierra-Leona company were likewise allowed to send an annual supply of 21 tuns of flour and 25 quarters of barley or peas to their colony in Africa, when general exportation is prohibited on account of the high prices.—The king being vested by former acts with a power of licencing the exportation of greater quantities of corn,

bread, &c. than are allowable by law, and it being ‘expedient that his Majesty should have the same power during such time as parliament shall be sitting,’ he was empowered in cases of war, hurricane, dearth, or sudden distress, to licence, with the advice of his privy council, the exportation of 6,000 quarters of corn and 3,000 tuns of ground corn or biscuit in a year, beyond the quantities already permitted. [c. 65]

Many seamen, keelmen, casters, and ship-carpenters, having riotously obstructed the loading, unloading, sailing, and navigating, of vessels, keels, &c. such offenders, and also those who forcibly prevent others from doing their work, were directed to be confined in houses of correction, and kept to hard labour, not less than six, nor more than twelve, months. The crime of setting fire to vessels, keels, &c. was made punishable by death. [c. 67]

The oppressive and partial duty upon coals carried coastways in Scotland was repealed; and the inhabitants of the northern districts, where there are no coal mines, who consequently must, from natural causes, have paid the highest price for coals, were relieved from the vexations and the enormous expense of custom-house formalities, which sometimes turned out heavier than the prime cost and freight of the coals, and in a great part of the country operated as a total prohibition of the use of them. In commutation for the coal duty, new taxes were laid upon the retailers of the home-made spiritous liquor called whisky or aqua vitæ, which were expected to produce eight times as much revenue*. [c. 69]

It being found exceedingly difficult to adjust the value of the damage, sometimes sustained by figs in their importation, to the mutual

* Mr. Oughterson, minister of West Kilbride in Ayr-shire, thus describes the effects of the law now repealed. ‘What renders the only expedient for supplying this defect [of lime] more embarrassing is the duty upon coals carried coastways, and even to places within the precincts of the same port, and where the coal-works are situated. This hath discouraged farmers from bringing lime-stone by water from Arran and the greater Cumbray, where it is to be had in abundance, because though it might be procured from those places at no great charge, there is no coal to burn it with, but what must be fetched at an extraordinary expense. The barbarous policy of this law must appear evident to every person; it hath been the death of agriculture, wherever its baleful influence hath extended. It must give pleasure to every lover of his country to observe, that it is now become an object of attention to a virtuous legislature, who, listening, at length, to the voice of justice and humanity, have judged it expedient to take it off. In this event gentlemen, whose estates are situated upon the shore, will be induced to erect draw-kilns. The farmer will have lime afforded him at a moderate rate. A vigorous cultivation will take

place. The quantity of grain will be increased, and the country assume a new face.’ [*Statistical account of Scotland*, V. xii, p. 408.]

Such were the effects of the duty in a place near to coal pits: and we shall now see a specimen of the hardship of conveying coals to a distant region.

Captain Macleod, a gentleman who had seen much of the world, and been many years commander of a ship in the service of the East-India company, on retiring from the sea purchased Herries in the Western islands of Scotland, where he endeavoured to introduce a spirit of industry and improvement. He told Mr. Knox, that, having loaded a sloop at Greenock with coals for Herries, he offered, before he sent her off, to pay the duty in Greenock; but it could not be received there. The sloop sprung a leak; and his factor, having unloaded her at his residence, wrote to the collector at Stornoway, requesting that an officer might be sent to measure the coals and receive the duty. The answer was, that the coals must be sent to Stornoway to be measured. They were accordingly reshipped; and a new voyage, of about 140 miles out and home, undertaken, attended with an expense utterly disproportionate to the value of the object of it, and with the hardship of deranging

fatisfaction of the importers and the revenue officers, the former allowance of discount for damage was now abolished; and instead of it the duty on all figs was lowered from 12/10 per hundredweight in British vessels, and 13/4 in foreign ones, to 10/ and 10/6, with a drawback of 9/2 on exportation.—Virginal wire, made of copper, was subjected to the same duty on importation with that made of brass.—The commissioners of the customs were authorized to make an equitable return of the duties paid by the importers on goods damaged at sea, without calling for the opinion of merchants, unless in cases, wherein they think themselves incompetent, or when the importers are dissatisfied with the allowance offered by them.—The commissioners were also authorized to sell smuggling vessels to such as would fit them out as privateers, instead of destroying them. [c. 70]

June 21st—The sum of £386 : 15 : 6 was allowed for provisions for the relief of 650 emigrants from the Highlands of Scotland, who arrived in great distress in Nova Scotia. The sum of £13,800 : 15 : 0 was allowed for gratuities and passage-money to sundry American loyalists desirous of settling in Upper Canada.—And the sum of £1,420 : 3 : 0 was granted to sundry persons, who had carried on the whale fishery in Nova Scotia, and had arrived at Milford haven in order to settle in this kingdom, to indemnify them for the losses sustained by the sale of their property, the expense of their removal, &c. These allowances are included in the supplies granted this year by parliament. [c. 72] And, for the sake of connection, it may be here observed, that a further allowance of £240 : 18 : 0 was made next session to another of the whalers from Nova Scotia.

The law for rendering the payment of creditors more equal and expeditious in Scotland, was continued, with some variations and improvements, suggested by experience. [c. 74]

April 30th—That the benefits of the canals, which already intersected the country in a great variety of directions, might be rendered more extensive by a communication with the metropolis, a grand junction was projected between the Oxford canal at Braunston in Northamptonshire and the River Thames at Brentford: and the company of the proprietors of *The grand junction canal* were invested with the usual powers to make and maintain the canal, with collateral cuts to Daventry, to the River Nen, to the turnpike road at Old Stratford, and to Watford, whereby a cheap and easy carriage might be afforded for all heavy commodities between the Irish and British channels, the ports of Hull and London, and the several intermediate populous and manufacturing towns; the agriculture of the country might be assisted by supplying lime and other manures at an easy charge; and a considerable reduction might be effected in the price of coals, which, however, are

lag all the operations of the farm. The necessary consequence was, that scarcely any coals were ever carried to those remote regions; all improvements depending upon the use of them were abandoned as impracticable; and the duty, guarded with such severe restrictions, was a mere nothing. [Knox's *Tour in 1786*, p. 162.]

not permitted to approach London upon the canal so near as the borders of Middlesex. The capital stock of the company was fixed at £500,000; and they were invested at the same time with power to raise the further sum of £100,000, if it should be found necessary. [c. 80]

The course of this important canal is 90 miles, and it has 121 locks. It is carried under ground in tunnels at three different places, and goes over the River Colne in an aqueduct bridge at Uxbridge.

A company of subscribers, with a capital of £400,000, were incorporated for the purpose of making a navigable canal from the River Severn at Shrewsbury, to pass by Ellesmere, and join the River Mersea at Netherpool in Cheshire, with several collateral cuts, or branches, to various places. [c. 91]

In the course of this, which is commonly called the Ellesmere canal, there is an aqueduct bridge consisting of seven arches, and 130 feet high, for conveying the barges over the River Dee. What would the engineer say to this, who ridiculed Brindley's proposal, of making an aqueduct of only 38 feet high, by the contemptuous appellation of a castle in the air?

The city of Gloucester having a very troublesome and tedious communication with the sea, owing to the difficult navigation of the River Severn, a company of spirited and intelligent individuals subscribed a capital of £140,000 in order to make a canal, sufficient to carry large vessels, between Gloucester and the mouth of a small river called Berkeley pill; and they were incorporated, and invested with the usual powers. [c. 97]

This canal carries a breadth of about 70 feet with a depth of $18\frac{1}{2}$ feet; and ships of above 300 tons can navigate the whole of its extent, which is level throughout, there being only a lock at each end for preserving the water; so that it may be called a wet dock of about twenty miles long.

A company of proprietors were also incorporated for carrying on another most important canal, capable of carrying merchant ships between the Firth of Clyde and the Atlantic ocean by a cut of nine miles long, and 12 or 15 feet deep, to be made through a narrow neck of land between Loch Crinan and Loch Gilp in Argyle-shire. Their capital was £120,000, with liberty to add £30,000, if necessary. [c. 104] The canal was executed with a depth of 13 and 14 feet, and with sixteen locks, the whole rise above the high-water level of the sea being 63 feet. When it is completed, vessels from the River Clyde, prevented from going down the Firth by a south wind, may proceed through the canal to sea without any loss of time*. It will bring the west coast of the Highlands, and the Western islands, in short, all the fishing shores,

* I have heard of at least one instance of a vessel, detained by a south wind, lying at the Tail of the bank near Greenock, while another, which had failed the day before the south wind began to blow, made her voyage to Virginia and back again.

at least 100 miles nearer to Glasgow, and also, by means of the Forth-and-Clyde canal, to Edinburgh and all the east coast of Britain. And it will enable the fishermen of the west coast to make their voyages to Glasgow in as few days, as they now require weeks to double the distant and dangerous Mull of Kentire.

These were the most important of the many navigable canals in various parts of the kingdom, for which acts were passed in the course of this session.

Acts were passed for repairing the harbour of Little Hampton, and the port of Arundel, and for improving the navigation of the River Arun up to Arundel; for making a harbour at Trevaunance in Cornwall; for enlarging and improving the harbour of Carnarvon; and for enlarging the harbour of Amlwch in Anglesey.

Several acts were also passed this session for improving the streets, and for other matters of police in London and its neighbourhood, also for improvements in Glasgow, including a new bridge over the Clyde at that city, and for others in many towns throughout the kingdom.

June 8th—An order of council was issued for seizing all vessels of every nation, except Denmark and Sweden, which should be found carrying corn to France, to purchase the cargoes for his Majesty's service, and also to allow a reasonable freight, and then to dismiss the vessels.

July 5th—Agreeable to the act, just passed, the East-India company raised the dividend upon their capital stock from *eight to ten and a half* per cent, at which rate the payments were now made*.

The dependence of commerce and manufactures upon agriculture, the principal source of the materials of both, renders it proper to mention the establishment of a *board of agriculture*, which, on the suggestion of Sir John Sinclair, took place this summer; an institution, which, if properly conducted, may be of very great service in directing and promoting the industry of the country. The annual allowance granted to this board for defraying the expenses of surveys, salaries, printing, &c. is £3,000.

The government of the French colony of S^t. Domingo being unhinged in consequence of a quarrel between a new governor and the civil commissioners sent out from France, which proceeded to open hostilities, the revolted negroes seized the opportunity, attacked the city of Cap François, massacred almost all the white inhabitants, and reduced that flourishing city, which for opulence, magnificence, and commercial importance, had no equal in the West-Indies, to a heap of ashes. The few white people, who could escape the general massacre, and get onboard any kind of vessels, fled in all directions; many to Jamaica; many more to the United States of America. Some of the principal planters came to England, and found means to represent to administration, that the French colonists wished to place themselves under the protection of Great Britain, and that the sovereignty of that noble colony

* The dividend has continued the same since July 1793.

might be obtained without the smallest difficulty. It is probable, that little attention was paid to the proposal till after the declaration of war; and then orders were sent to Jamaica to detach a proper force to accept the surrender of the French colony, and to keep possession of it. Accordingly five or six ships of war, with a military force, consisting of 667 soldiers besides officers, sailed from Jamaica, and arrived at Jeremie on the 19th of September. Next morning, as had been previously concerted, they took possession of that town, the inhabitants of which took the oaths of allegiance to Great Britain: and their example was immediately followed by the garrison of Cap Nicola.

The British army, after receiving a slender reinforcement, got possession of some other places situated on the shore of the Bight of Leogane. But the soldiers were perishing in crowds by the yellow fever, an enemy more dreadful than any that the French could bring against them.

In the East-Indies, as soon as the commencement of hostilities was known, the British forces took possession of Pondicherry, Chandernagore, Karical, Yanam, Mahé, and the French Factory at Surat, which were the whole of the settlements then belonging to the French in India.

Mr. Mackenzie, whose journey from Montreal to the Frozen ocean in the year 1789 has already been related, set out on a second journey, or inland voyage, of geographical and commercial discovery, for which he was now well provided with proper astronomical instruments and a good chronometer. In this expedition he directed his course to the westward, and, after passing the height of the land, and walking above a hundred miles, he and his party re-embarked on a river running west, and plentifully stocked with excellent salmon, (a sure mark of immediate communication with the sea) which conveyed them to an inlet of the Pacific ocean, where they saw porpoises and sea-otters, and a considerable rise and fall of the tide. There, at a place called Cascade canal by Captain Vancouver, he painted upon a rock the words, ‘ Alexander Mackenzie, from Canada by land, 22^d July 1793.’*

November 6th—As the French after the commencement of the war used to carry the produce of their West-India islands to America, that it might thence be shipped for France in the neutral vessels of the United States, an order of council was issued for seizing and detaining all vessels found carrying the produce of the French colonies, or provisions or other supplies for the use of those colonies. Though this order was soon revoked, a very great number of American vessels were seized under the authority of it †: and it spread such an alarm, that the merchants concerned in the trade with America expressed their apprehensions of an immediate rupture with that country, and applied to government to know what they might depend upon.

This year the French whale fishery, carried on from the port of Dun-

* Mr. Mackenzie was honoured with a gold medal from the patriotic society for the encouragement of arts, manufactures, and commerce, for having penetrated from Canada to the South sea.

† It was stated in the house of peers, that 600 American vessels were seized, or detained in British ports, between the 6th of November 1793 and the 28th of March 1794.

kirk by the Nantucket whalers, which was begun in the year 1786 with only two ships, was so much increased as to employ forty vessels from that port. The war ruined the fishery; and some of the conductors of it returned to America*.

Almost immediately after the renovation of the treaty with Russia the empress issued an edict (or ukase, 8th April) whereby she prohibited the importation of a great variety of goods, comprehending chiefly those of British manufacture, such as wrought iron of all sorts, unless for account of government; wrought copper; gilt and plated ware; watches, and every thing belonging to them; coaches, chaises, and other carriages; striped and flowered casimirs, spagnolettes (or half cloths), and plushes, the plain goods of these species being admitted; gauzes, and all ribands of more than one colour. Persons having on hand any of the prohibited goods were allowed till the 1st of January 1794, by a subsequent edict prolonged till the 1st of July, to dispose of them, at the expiration of which time they were ordered to export them within six weeks, under the penalty of having them seized and burnt, if they were found in the Russian dominions†.

By another edict (December 13th) the prohibition of striped and flowered goods, limited by the former one to casimirs, spagnolettes, and plushes, was extended to all other striped or flowered woolen goods, whereby it was made to comprehend a great variety of articles of British manufacture, which the merchants had already ordered on the faith of the former edict.

The consequence of these edicts was, that many of the Russian merchants were reduced to bankruptcy, or obliged to return the goods they had purchased, instead of making the stipulated payment, to the importers, who in vain applied to the empress to restore the duties they had paid for the right of selling the goods in her dominions: so that prodigiously heavy losses fell upon the British merchants, the very best customers of Russia, and upon the British manufacturers, who had put goods suitable for the Russian market in hand, in a dependence on receiving the customary orders for them. It is difficult to account for this conduct of the wise and magnanimous Catharine. She could not intend to depress the British manufactures in favour of those of France, for she had already cut off all communication with that country: and, if she proposed by the prohibition of such goods to encourage, or push forward, the manufacture of similar articles in her own dominions, the measure was at least premature.

* This I have taken from *The travels of the duke de Rochefoucault Liancourt*, V. ii, p. 269, *English translation*.

† By an edict dated 14th June 1794 all French goods, and goods resembling French, were ordered to be exported in six weeks from the 1st of July, with the exception of wines, which were permitted

to be sold at prices to be limited by the magistrates. The term for the sale of British wares of steel and iron was prolonged till the 1st of April 1795, and for striped silks, half silks, woolen, cotton, and other slight goods of British manufacture, till 1st April 1796.

The following is an authentic statement of the commerce of Peterf-burg during this year.

Vessels			By merchants of	Value of exports, Rubles.		Value of imports, Rubles.		Custom duties, Rubles.	Bullion imported, Rubles.
belonging to	arriv- d.	fail- ed.							
Russia	48		Russia	9,937,776	40	10,339,659	59		
Great Britain	536	542	Great Britain . . .	13,121,788	46	2,879,100	69		
Denmark . . .	67	53	Denmark	126,252	28	538,576	25		
Austria . . .	1	4	Austria	65,288	29	191,442	57		
Sweden	47	33	Sweden	200	13	3,299	0		
Holland	32	41	Holland	100,370	82	110,726	77		
Lubeck	14	40	Lubeck	6,780	47	14,511	0		
Prussia	4	50	France	151,110	65	34,223	16		
Spain	2	30	Spain	49,508	90	24,807	50		
Hamburgh . .	5	16	Hamburgh	4,021	88	5,315	0		
America	30	30	Switzerland			2,887	0		
Portugal . . .	2	7	Portugal	122,865	53	194,665	0		
Rostock	46	16	Italy	2,210	0	6,300	0		
Dantzik	7		Mecklenburg			29,162	0		
Bremen	4	7	sundry nations . .	10,489	88	86,394	28		
Courland . . .	1		captains of vessels	69,290	51	119,499	25		
Oldenburg . .	2								
Italy		8	Totals	23,757,954	20	14,580,569	6	2,795,941	47
	848	877							57,000

The exports from Riga to Great Britain amounted to 3,003,956 rubles.

The following is an Account of the vessels belonging to the British dominions, with their registered tunnage and usual number of men, on the 30th of September 1793.

	Vessels.	Tuns.	Men.
England	10,779	1,206,778	87,393
Scotland	2,122	160,642	13,080
Ireland	1,181	67,790	6,437
Colonies	1,889	111,204	9,491
Guernsey, Jersey, &c. . . .	181	13,929	1,741
Mann	177	4,177	810
Total	16,329	1,564,520	118,952

There were built and registered in the several ports of the British dominions, in the course of this year,

800 vessels measuring 75,085 tuns.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	-	£3,854,572	0	0
from the custom-house in Edinburgh	-	92,800	0	0
the West-India duty of four and a half per cent	-	31,273	10	4
Total net revenue of the customs of Great Britain	-	£3,978,645	10	4

There were coined at the mint, in the course of this year,
58,800 pounds of gold, value - -
and no silver.

£2,747,430 0 0

Exported from

Summary.

Imports of { England Scotland		Exports of { England Scotland	British merchandise.		Foreign merchandise.		Total.
£17,823,274	13 10		£13,117,178	2 1	£6,248,250	13 11	£19,365,428
1,431,842	4 7		775,000	15 6	248 308	18 11	1,023,309
£19,255,116	18 5		£13,892,208	17 7	£6,496,550	12 10	£20,388,828
							10 5

1794, February 1st—Before the East-India company acquired the government of Bengal, the quantity of raw silk imported from that country was only about 80,340 pounds (of sixteen ounces *) annually. But after they became the rulers of that great and fertile country, it was necessary to unite political considerations with commercial principles, and to study the advantage of the millions of people subjected to them.

The demand for silk to be wrought up in the manufactures of this country was then very great: but it was found that the silk, wound in the manner practised in Bengal, was only fit for sewing silks and small articles of haberdashery; and the consumption of it was trifling in comparison of the quantity that could be furnished.

The company, desirous, not only of providing employment for the people of Bengal, but also of rendering the British manufacture of silk goods independent of foreigners for the supply of the raw material, in as great a proportion as those of wool and cotton were, resolved to introduce the Italian method of winding in their Indian territories, and, after encountering many difficulties and losses, finally accomplished the object. About the year 1785 the Bengal silk had so far established itself in the British market, that the importations of raw silk from Italy were very much reduced, and those from Aleppo, Valentia, and some other countries, were almost annihilated.

The thrown silk, or organzine, with which during many centuries Italy has supplied the most of Europe, still continued to be brought from that country in great quantities, though the demand for all other silks was much diminished, when the cotton fabrics came into universal use among the ladies, and acquired such an ascendancy, as almost abolished the use of silk in gowns, cloaks, &c. Unfortunately for the cultivators in Bengal, this revolution in fashion took place at the very time when the mulberry plantations had become extensive, and the arrangements for the silk trade were so well matured and established as to afford a regular supply of the commodity in greater perfection, and at lower prices, than formerly.

In this disagreeable state of the trade, the company considering that the throw mills in this country are often at a stand for want of employment, and upon the whole throw only about 50,000 pounds of silk in a year, which is not equal to the eighth part of the thrown silk imported, now resolved to employ the throwsters of this country to throw such part of the Bengal silk lying in their warehouses as should be judged fittest for making into organzine, whereby the importation of silk in that stage of the manufacture might be lessened, employment would be created for the poor at home whom the change of fashion had thrown idle †,

* In the silk trade there is a great pound of 24 ounces and a small pound of 16.

† It was ascertained, that in the neighbourhood

of Spitalfields alone 4,500 looms were shut up in the year 1793, which, when in full work, gave employment to 18,000 people, of whom above a half were

and the manufacturer would have two markets for thrown filk, instead of one, opened to him.

In order to illustrate the state of the filk trade, the committee of directors of the East-India company, who conducted this business, made up, from their own books and those of the custom-house, the following

Account of the quantities of filk imported in the under-mentioned years.

Years.	RAW SILK from				THROWN SILK from	
	Bengal, lbs. *	China, lbs.	Italy and Turkey, lbs.	Other parts of Europe, lbs.	Italy, lbs.	Other parts, lbs.
1773	145,777	203,401	187,099	6,190	233,176	1,730
1774	213,549	276,781	220,933	2,610	428,957	21
1775	208,881	167,229	272,782	13,380	410,347	1,548
1776	515,913	244,839	515,235	22,048	452,708	1,706
1777	563,121	221,902	350,640	42,451	394,231	2,312
1778	602,964	266,678	130,636	12,558	185,769	743
1779 †	737,560	234,906	850	130,503	9,476	373,566
1780	235,216	602,601	844	209,557	1,028	486,650
1781	785,673		23,878	288,906	1,686	441,698
1782	77,610	79,725	37,894	178,084	8,733	322,952
1783	611,071	241,107	140,866	129,758	82,464	412,739
1784	1,149,394	100,602	262,419	74,688	331,578	74,890
1785	324,307	98,920	245,230	25,996	314,889	29,362
1786	252,985	59,551	222,175	35,101	329,228	32,220
1787	178,180	366,878	185,983	21,583	355,950	33,431
1788	305,965	312,182	148,922	23,207	277,194	29,446
1789	427,263	257,022	148,582	23,881	363,364	29,894
1790	320,826	216,005	194,974	25,953	456,488	51,517
1791	373,503	203,539	294,103	38,288	401,843	68,352
1792	380,107	104,830	358,500	45,861	405,215	31,600
1793	769,321					

The company's sales of silk in ten years, 1776-1785, amounted to £3,449,757 on which there was a loss every year, the whole being 884,744

The sales of the next seven years, 1786-1792, amounting to 1,755,083 were uniformly profitable, the whole profit being 117,450

But, whether the company gain or lose on their sales, every pound of filk imported from Bengal may be esteemed, in respect to the balance of trade, and considering Bengal as a British territory, a saving of 20s, and every pound of filk organized in this country, as a further saving of 7s to the British dominions.

Mr. Edmund Cartwright of Doncaster in York-shire had lately invented machinery for combing wool, whereby one man and five or six children attending the mill do as much work as thirty men can do in the old way †. Mr. William Toplis of Cuckney in Nottingham-shire also invented machinery to go by water for combing wool, by which,

were women and children. Many of these, being already accustomed to similar employment, could very easily turn their hands to the operation of throwing filk.

* In this account all the pounds are reduced to those of 16 ounces.

† In the years 1779-1783 the silks, produced and manufactured in Italy, were imported by a

circuitous route, and entered as from Ostend, Flanders, &c.

‡ Mr. Cartwright took out three different patents for his invention in the years 1790 and 1792. In his *Memorial read to the Society for encouraging arts, &c.* in 1800, he says, that his machinery already makes a saving of £40,000 a-year to the manufacturers, and that the saving will soon be augmented to between one and two millions.

as he represented in a petition to the house of commons (31st March 1794), the work is performed in a superior manner, and the interest of the manufacture is greatly promoted.

The wool-combers, in the usual spirit of jealousy manifested by most work-people against the use of machinery for abridging labour, presented a great number of petitions to parliament, setting forth, that their business differed from most others wherein machinery had been introduced, in that it was impossible to increase the quantity of the raw material along with the increased power of working it up: and they asserted, that their numbers were fully adequate to work up all the wool of the sort fit for combing, that could be procured.

On the other hand it was alleged, not only by the inventors of the machinery, but also by the proprietors of four large manufactories in Nottingham and York-shire, that the wool-combers were very seldom willing to work half of their time, whereby the manufacture had been greatly injured; that the use of the machinery afforded a remedy for that evil, and would also tend to promote an increase in the quantity of wool and of mutton; and therefor they prayed, that parliament would not sacrifice such important interests to the licentious discontents of the wool-combers.

February 20th—The first act of the legislature in the year 1794 was to raise the sum of £11,000,000 by a loan, the subscribers to which received, for every £100 paid in by them, £100 in the three-per-cent consolidated fund, £25 in the four-per-cent fund, and a terminable annuity of 11/5 for 66½ years. [34 *Geo. III, c. 1.*] The capital of the debt thus created amounted to £11,000,000 in the three-per-cents, £2,750,000 in the four-per-cents, and an annual charge of £62,791:13:4, payable till January 1860.

February 31st—Several additional duties of excise were imposed on the various kinds of home-made spirits. [c. 2]

Additional duties of excise were also imposed on foreign liquors imported, viz. on bandy 10*d* per gallon; on rum or other spirits, the produce of the British plantations 8*d*; on all other foreign spiritous liquors 10*d*, and on such as are above proof the above duties are doubled. [c. 3]

The temporary duties, lately imposed on spiritous liquors and sugar for the purpose of paying off certain exchequer bills, were now made perpetual. [c. 4]

March 1st—The French government having required all merchants, bankers, and others, possessing property in any foreign country, to give an account of it, the parliament, in order to prevent the French property in Great Britain from being taken from the proprietors, and employed in support of the war, enacted, that no person should by any means pay any money for the use of any person residing in the French dominions; and that the property should be preserved for the proprie-

tor, and accounted for to him after the termination of the war. [c. 9] By this act the French property in the British funds, amounting, as stated in parliament, to £250,000, became dormant.

March 28th—Hitherto the postage of letters conveyed by the penny post was paid by the senders; and people residing in the outskirts of London and villages within the limits of the penny post, or, as it is expressed, *off the stones*, paid, one penny additional on all letters they received, including those brought to London by the general post, though those, who lived in town, received their letters from the farthest extent of the penny post without paying such additional postage. But they were now put on an equal footing in that respect, all letters to or from any place off the stones being charged twopence. The payment of the postage, whether one penny or twopence, is in the option of the sender, except for letters to be conveyed from places off the stones to the general post-office, with which the sender must pay one penny, as before, as the receiver in such places must also pay one penny over the postage on all letters brought from the general post-office.—In consideration of the additional revenue to be thus produced, regulations were made for the more frequent and speedy deliveries of penny-post letters, (which have doubtless also augmented the revenue).—The postmaster-general was empowered to extend the penny-post delivery beyond the present limits of ten miles from the general post-office. And the profits of the penny-post-office were directed to be paid in quarterly to the general post-office. [c. 17]

The postmaster-general was empowered to establish post-offices in Jersey and Guernsey, to station a packet or packets to convey the mails, and to charge postage for the conveyance of letters to and from those islands. [c. 18]

The governor and company of the bank of Scotland were empowered to make a further increase of their capital. [c. 19]

March 27th—The kings of Denmark and Sweden entered into a treaty for securing a perfect neutrality and protection to the commerce of their subjects, in the following terms.

Articles 1, 2, 3) They declared their determination to avoid whatever might embroil them with their friends and allies engaged in the war, to continue every mark of attention and amicable deference to them, consistent with their own dignity, and to claim no advantage, which is not clearly and unexceptionably founded on their treaties with the powers at war, or, in cases not specified by treaties, founded on the universally acknowledged laws of nations.

4) They engaged to protect their subjects in their lawful commerce, conducted agreeable to the subsisting treaties, against all those who should disturb the legal exercise of the sanctioned rights of neutral and independent nations.

5, 6, 7, 8) For these purposes they agreed each to equip a squadron of eight ships of the line with a proportionate number of frigates, which should act conjunctly or separately, as should be judged most for the common interest, (the command being regulated by a former convention) and should equally defend or convoy the trade of either nation.

9) The German states belonging to both the contracting powers were excepted from this treaty.

10) The contracting powers declared the Baltic 'a sea shut up and inaccessible to the armed ships of distant powers at war *,' and resolved to maintain the most perfect tranquillity in it.

12) In case of aggression by any of the belligerent powers upon the lawful navigation of their subjects and of no redress being obtained by amicable negotiations, they resolved to make reprisals in four months after the refusal of redress, in which they would mutually assist each other.

The king of Denmark immediately gave orders, that all Danish vessels, clearing out for foreign parts, should carry the passports stipulated with the belligerent powers; and the commander of every vessel carrying goods, which would be deemed contraband if carried to the ports of any of the powers at war, should make a declaration of their quantity and value, and on his return produce a certificate of their being really landed at the port, for which they were cleared out.

The Danish and Swedish governments claimed indemnity for the vessels taken by the British cruisers; and they insisted that vessels, not carrying contraband goods, should upon no account be detained. In consequence of the investigations made into the circumstances of the seizures, very considerable sums were paid to the merchants of Denmark and Sweden.

In the early part of this year the French were deprived of all their possessions in the Windward islands of the West-Indies by the British fleet under the command of Sir John Jervis (afterwards earl of St. Vincent) together with an army commanded by Sir Charles Grey. On the 25th of March the whole of the island of Martinique submitted, after a gallant defence, to the British dominion. The same troops, who reduced Martinique, immediately invaded St. Lucie, which surrendered on the 4th of April. In a few days after they took possession of the small islands called the Saintes, appendages of Guadaloupe: and on the 21st Guadaloupe itself surrendered, the other dependent islands of Mariegalante and Desirade being included in the capitulation.

The following statement of the condition of these French islands in

* It may be truly said of the Baltic, that it is *mare clausum*, a sea completely shut up, which can be said of no other sea in the western parts of Europe.

the years 1777 and 1778 is extracted from the accounts given of them by the Abbé Raynal *.

	MARTINIQUE in Jan ^r . 1778.	S ^t . LUCIE in Jan ^r . 1777.	GUADALOUPE and its dependencies in Jan ^r . 1777.
White people.	12,000	2,300	12,700
Free people of colour	3,000	1,050	1,350
Slaves	above 80,000	16,000	100,000
Sugar plantations	257	53	388
Coffee trees	16,602,870	5,040,962	18,799,680
Cotton trees	1,648,550	squares 597	11,974,046
Cacao trees	1,430,020	1,945,712	449,622

April 4th—All the duties upon paper, except those upon paper painted or stained for hangings, were repealed; and instead of them, a set of new duties were imposed, rated by the weight, as follows.

	Excise on home made.	Custom on imported.
Writing, drawing, printing, and cartridge, papers per pound	2½ <i>d</i> .	10 <i>d</i> .
Coloured, and whited-brown, for wrapping goods do.	1	4
Brown for do. do.	½	2
All other kinds, except sheeting, button, and button-board . . do.	2½	10
Pasteboard, millboard, and scaleboard per cwt.	10/6	20 <i>s</i>
Glazed paper for clothiers and hotpressers. do.	6 <i>s</i>	12 <i>s</i>
Foreign-made paper hangings, an additional duty per pound		6 <i>d</i>
Foreign books, bound or unbound, do. per cwt.		23/4

The duties on British-made paper, exported in the original wrappers, are allowed to be drawn back.

For the encouragement of learning, the whole duty is allowed to be drawn back on books in the Latin, Greek, Oriental, and Northern, languages, printed in the universities of Oxford, Cambridge, S^t. Andrews, Glasgow, Edinburgh, or Aberdeen: and a drawback of two pence per pound is allowed on bibles and certain other books of religion, printed in the universities of Oxford and Cambridge, or by the king's printers in England and Scotland.

Books printed in any part of Great Britain (except those entitled to drawbacks as being printed in the universities, &c.) and also blank books ruled for accounts, are allowed a drawback of two pence per pound. But no drawback is allowed for books, on being printed at the universities, &c. or on exportation, unless the paper appear, by the proper marks and dates in the substance of it, to be of British manufacture.

The importation for sale of foreign impressions of books, originally printed in Great Britain, or which have been reprinted in Great Britain any time within twenty years back, which had hitherto been permitted on paying high duties, was now totally prohibited. [34 *Geo. III, c. 20*]

The navy and victualing bills, made out before the 1st of April 1793,

* The exports of produce to France from Martinique and Guadaloupe in the year 1775 have been already given, from the same author. The cultivation of S^t. Lucie was then but in its infancy.

were funded at the rate of £101 in the five-per cent fund for every £100 of their principal and interest reckoned to the 1st of March 1794. [c. 21] The capital of the debt thus created amounted to £1,926,525 : 12 : 5.

In consideration of the difficulty of procuring the full complement of men required by law to be mustered onboard vessels fitted out for the whale fishery in the Greenland seas and Davis's straits at the port of outfit, such vessels are allowed to sail with a deficiency of three men for every fifty tuns of their burthen, and to fill up their complement in the Firth of Clyde, Loch Ryan, Lerwick in Shetland, or Kirkwall in Orkney. On their return those men may be landed at their respective homes, and, on producing a certificate from the officers of the customs at the ports where they were landed of the number of men who were onboard, the vessels are entitled to the bounty, as much as if the men had been onboard during the whole voyage. [c. 22]

The period of the exclusive property of new patterns for printing linens, calicoes, muslins, &c. was extended to three months: and the law for vesting such property in the original designers, &c. hitherto temporary, was now made perpetual, [c. 23]

April 17th—Additional duties were laid all the various kinds of glass, whether British-made or foreign; and a variety of regulations were enacted for securing the duties. [c. 27]

The lords of the treasury, understanding that there had been an unusually great exportation of pot-ashes and pearl-ashes to France in neutral vessels, and apprehending that it might be intended for increasing the production of saltpetre in that country, to be afterwards made into gun-powder, had issued orders to put a stop to the exportation of such ashes: and they were now indemnified by parliament for issuing the orders, as they were not justified by law. The king was also invested with the power of prohibiting by proclamation, or by order in council, the exportation, and even the coasting carriage, of pot-ashes and pearl-ashes. [c. 34]

The following acts were continued for limited times, viz.

The act for encouraging the exportation of culm to Lisbon, continued till 25th March 1795.

And the act establishing Clark's hydrometer as the standard for proving the strength of spiritous liquors, continued till 1st June 1797. [c. 36]

May 9th—The sum of £740,666 : 13 : 4 was raised this year by a lottery, of which £240,666 : 13 : 4 became a profit to the public over payment of the prizes. The act contains a multiplicity of new precautions against the fraudulent practices, which, in spite of all prohibition, accompany the transactions of the lottery. [c. 40]

The East-India company, in compliance with their petition, were released from the obligation of keeping their bond debt within the amount

of £1,500,000, and permitted to keep on foot bonds to the amount of £2,000,000: and they were also empowered to issue bonds to the extent of £1,000,000 more for the general purposes of their trade, with the consent of the commissioners for the affairs of India. [c. 41]

The vessels belonging to the inhabitants of the French West-India colonies, now under the dominion of Great Britain, not having been taken and condemned as prizes, and consequently not being entitled to any of the privileges of British vessels, they were now permitted to be registered under certain regulations, those belonging to St. Domingo at Kingston in Jamaica, and those belonging to the Windward islands at Roseau in Dominica, to which ports respectively they should be deemed to belong. After being registered, they are allowed to carry to the British dominions in Europe, America, and the West-Indies, to any friendly foreign port in the West-Indies, to the United States of North America, to the Azores or Western islands, Madeira, the Canary islands, and the coast of Africa, and also to carry back from those countries, all such goods, as any British vessel may lawfully carry.—On their arrival in Great Britain, his Majesty may authorize them to be registered as prize vessels.—No French seamen, nor even passengers, are permitted to be onboard such vessels without taking the oath of fidelity and allegiance to his Majesty; and all negro slaves onboard such vessels must have certificates of their good character, and of the safety of admitting them into British ports.

The inhabitants of the French islands, who have taken the oaths of fidelity and allegiance, are permitted to act as merchants and factors, though not naturalized.

The liberty, granted by two acts 12 Geo. II, c. 30, and 15 Geo. III, c. 33, of carrying sugars directly to foreign ports in British vessels, was now rescinded, and the sugars produced in all the West-India islands, antiently or recently subject to Great Britain, are required to be brought to the ports of the British dominions in Europe. [c. 42]

The act, 7 Geo. III, c. 43, which prohibited the use of French cambrics and lawns, and restricted the importation of them for re-exportation to the port of London only, and also prohibited the importation of all cambrics and lawns whatsoever from Ireland, while the importation of French cambrics and lawns was permitted in that kingdom, was repealed so far as concerns the importation from Ireland. And French cambrics and lawns were also allowed to be imported from the Austrian Netherlands till the 1st of June 1795, in such packages, and paying such duties, as were directed by the act 27 Geo. III, c. 13: but the importation must be in British vessels of not less than sixty tons burthen. The laws against smugglers were made more rigorous. Any person, opposing the officers of the navy or the revenue in the execution of their duty relating to vessels within the prescribed limits, was made

liable to three years hard labour upon the Thames or some other navigable river. The permission, granted by the act 24 Geo. III, c. 47, to cutters, and other vessels therein described, of having two small carriage guns, and a few muskets, was rescinded. Every clinker-built cutter, lugger, shallop, wherry, smack, or yawl, owned in whole, or in part, by British subjects, carrying a shifting bowsprit, having a shifting jib-stay, or a traveler on the bowsprit, or carrying a flying jib, if found within the limits of any of the ports, or within four leagues of the coast, or within an imaginary line drawn between the principal head-lands of almost every great inward bend of the coast of England and the south coast of Scotland, (for example, from the south point of Carnarvon-shire to the north-west part of Pembroke-shire) is made liable to forfeiture, together with all her cargo, &c *. All vessels whatsoever, having onboard spiritous liquors in casks of less than sixty gallons, over and above two gallons for the use of each person onboard, or six pounds of tea, or twenty pounds of coffee, or one hundred pounds of tobacco or snuff together or separately, or any goods liable to forfeiture upon importation, and all vessels not exceeding sixty tuns burthen, having onboard any wine in casks, found at anchor, or hovering, within the forbidden limits, are liable to seizure and forfeiture. Boats of a particular description, adapted for smuggling, (excepting the boats of whaling vessels, which must be laid up when at home) are not only seizable themselves, but also the vessels to which they belong. All cutters, luggers, &c. having onboard any arms whatever, if found within the forbidden limits, are liable to forfeiture, unless they are employed in some of the departments of government, or in the fishery, or are upon distant voyages.—The law against fraudulently relanding tobacco, shipped for exportation, was also rendered more severe, every person concerned in such a transaction being made liable to pay triple the price of the tobacco, and the owner, agent, and master, of the vessel being further amerced in a fine of £100 each. [c. 50]

Slate and stone, carried by coasting navigation from any part of Great Britain, or the islands of Guernsey, Jersey, Alderney, Sark, or Mann, to any part of Great Britain, are subjected to a duty of twenty per cent on the value, payable at the port of delivery. But marble, lime-stone, iron-stone, mill-stones, grindstones, all stones formed into articles used in husbandry, and growan stone for the manufacture of porcelain, are exempted from the duty. [c. 51]

June 11th—For the encouragement of British seamen it was enacted, that, after the expiration of six months from the conclusion of the present war, no vessel, which is registered, or ought to be registered, as British shall import or export any goods in any port of Great Britain, Guernsey, Jersey, Alderney, Sark, or Mann, unless the commander and

* It may in many cases afford considerable emoluments to the lawyers to dispute on which side of the *imaginary line* a vessel was at the time of seizure.

three fourths of the seamen are British subjects. And no vessel shall be permitted to carry goods in the coasting trade, in which the trade to and from Guernsey, Jersey, &c. is included, nor to sail in ballast, nor to fish upon the coasts, unless the commander and all the seamen are British subjects. But foreign fishermen, not exceeding one fourth of the vessel's complement, may be licenced by the commissioners of the customs to sail onboard any fishing vessel, for the purpose of instructing the British seamen in the art of fishing. Besides the natural-born subjects, seamen naturalized or made denizens, those who become subjects in virtue of the conquest or cession of a foreign country, and foreigners after having served three years faithfully onboard British ships of war, shall be considered and employed as British seamen. Negroes belonging to British subjects may also be employed as seamen in the American and West-India seas; and the natives of the Oriental countries may be employed in vessels navigating the seas to the eastward of the Cape of Good hope. Vessels navigated contrary to these regulations shall be forfeited, unless when death, desertion, or other cases of necessity, may compell the commander to ship some foreign seamen.—Several regulations were also enacted for the various cases occurring in transferring the property of British vessels. [c. 68]

Ships of war and privateers taken from the enemy were exempted from paying the duty levied upon the sales of vessels: and the commissioners of the customs were directed to repay the duties received for prizes already sold. [c. 70]

The committee of privy council for trade and plantations were empowered during the war, and for six months after the conclusion of it, to permit the exportation of 55,500 quarters of the various kinds of corn, and 4,795 tuns of flour, meal, and bread, to the West-Indies, for the subsistence of the inhabitants of the conquered or ceded French colonies, at times when general exportation is prohibited on account of the high price, in addition to the quantities already allowed by law to be sent to the West-Indies. [c. 71]

July 7th—The act, passed in the beginning of this session, (c. 9) for preventing payments being made to the French, not being thought sufficiently effectual, a new appointment was made of five *commissioners for the preservation of property belonging to persons in France*. All persons residing in Great Britain, having in their possession any property belonging to any person residing in the French dominions, are required to give a particular account of it to the commissioners, who may order the effects to be sold, and the money to be invested in the funds for the benefit of the proprietors, and do all other things relating to their commission according to the regulations of the act, which are very numerous. [c. 79]

In the annual renewal of the act for regulating the slave trade it is

enacted, that the underwriters to a policy of insurance on a slave vessel shall not be liable (whatever the terms of the policy may be) to pay any loss by the natural death, or ill treatment, of slaves, or any damage sustained by restraints and detainments of the princes or people of Africa, where such damage shall appear to have been occasioned by the aggression of the commander or any of the seamen of the slaving vessel for the purpose of procuring slaves. [c. 80]

For the purpose of effecting a more direct communication between Bristol and Bath and London than that by the canal between Lechlade and Stroud water, a canal was projected to extend from the River Kennet near Newbury in Berk-shire to the River Avon at Bath. The capital stock, as settled by the act of parliament was £420,000, with liberty to raise £150,000 more, if necessary, by mortgage, or by new shares. [c. 90]

It is worthy observation, that, from the commencement of the session of parliament in the year 1790 to the conclusion of the session in 1794, no fewer than 81 acts were passed for navigable canals and improvements of inland navigations, whereof 25 were in the year 1793, and 20 in the year 1794. Mr. Phillips, in his *History of inland navigation*, observes, that the capital stocks of the canals, for which acts were passed in these two years, amounted to £5,300,000, all expended *at home* among the ingenious, the industrious, and the labouring, members of the community, for the purpose of improving, and enriching, not only those parts of the country through which the canals pass, but the whole kingdom, and augmenting the general mass of our commerce. Many of them are additional branches, or extensions, or amendments, of canals already projected or executed. But it would be tedious to particularize them; and the principal ones are already noticed, or will be noticed at the time of completing them. It seems not at all improbable, that canals will in a few years be almost as numerous as turnpike roads, as their superiority over them is so very obvious for affording a cheap and easy conveyance for heavy goods, many kinds of which could not be conveyed at all by land carriage.

In this session a bill for abolishing that branch of the slave trade, which supplies foreign colonies with slaves, was passed in the house of commons: but it was thrown out in the house of lords by a majority of 45 against 4.

August 1st.—The commissioners for advancing exchequer bills in support of commercial credit reported to parliament, that the whole number of applications made to them for assistance was only 332, the knowledge that loans could be obtained having in several instances sufficed to render them unnecessary, insomuch that the total of the sums applied for was considerably short of that allowed by parliament, being only £3,855,624. Of the applications 238 were granted, amounting to £2,202,000; there were withdrawn 45 for sums amounting to £1,215,100; and 49 were rejected for various reasons. The whole sum advanced was repaid; a considerable part before it became due,

and the remainder at the regular stated periods without any apparent difficulty or distress. With the exception of two only, who became bankrupts, the parties assisted were ultimately solvent, and in many instances possessed of great property.

The advantages of this well-timed measure were evinced by a speedy restoration of confidence in mercantile transactions, which produced a facility in raising money, that was presently felt, not only in the metropolis, but through the whole extent of Great Britain. The difficulties, in which many commercial houses were involved, were thus removed, and the fatal effects of those difficulties in other houses, who were dependent on them, were prevented. Nor was the operation of the act less beneficial with respect to some eminent manufacturers in various parts of the kingdom, who, having in a great degree suspended their works, were enabled to resume them, and to afford employment to a number of work-people, who must otherways have been thrown on the public for support.

The delicacy, so essentially necessary in matters of private credit, was so punctually observed throughout the whole of the business, that none of the names of those who had occasion to avail themselves of the public relief were ever mentioned. It may not, however, be improper to state in what proportion the bills were distributed in the various parts of the kingdom, though the account does not comprehend the whole*.

In London -	-	£989,700	In Glasgow -	-	£319,730
Manchester -	-	246,500	Pasley -	-	31,000
Liverpool -	-	137,020	Leith -	-	25,750
Bristol -	-	41,500	Dundee -	-	16,000
Other places in } England		310,000	Edinburgh -	-	4,000
			Perth -	-	4,000
			Bamf -	-	4,000
		£1,129,180			£404,480

When Mr. Dundas, as president of the board of controul, brought forward, what is usually called, the East-India budget in the house of commons, he showed from the result of the accounts, that the company's affairs in India were improved

by the decrease of debts and the increase of assets since last year to the amount of	-	£2,344,139
The balance in favour of the company in China and S ^t . Helena exceeded that of last year	-	274,926
At home the debts were diminished	-	£598,129
and the assets were increased	-	659,663
the improvement at home in the course of the year being	-	1,257,792
Of the sum total of the increase there proceeded	-	3,876,857
from the creation of new capital stock	-	£2,000,000
and from cargoes arrived from India since making up the stock accounts	-	207,108
		2,207,108
So there remained a net improvement in the company's affairs since last year of		£1,669,749

* For this account I am indebted to Mr. Chalmers, who gives it as only showing to what parts of the country the principal relief was granted. [*Estimate*, p. lvii, ed. 1794.]

Mr. Dundas, in describing the flourishing condition of the British possessions in India, observed, that the only European power that could rival us on the continent of India was annihilated, and the only native power that could disturb us, humbled. He noticed the permanent security derived from the certain tenure of possessing lands, the increase, by various means, of the quantity of circulating specie, and the great increase of the prosperity and population of the country in consequence of the regulation of the courts of justice by Lord Cornwallis. At home, he said, the last year's sales would have been much larger, but for the embarrassed state of commercial credit: but notwithstanding that deficiency, which an increased demand this year would necessarily compensate, and the additional charges of the war, the company had been enabled to pay off above half a million of their debt at home; and there was every reason to believe, that their affairs were in a progressive state of increasing prosperity.

For some time after the Europeans began to resort to China, many of the ports of that empire, perhaps all of them, were equally open to their vessels. Complaints of the misconduct of the strangers, transmitted by the magistrates to the emperor's court, (probably with exaggerations suggested by the jealous policy, which has in all ages been the characteristic of the Chinese) produced some restrictions upon the conduct and the commerce of all foreigners, together with an order that no other port but Quang-Tchoo (which we call Canton) should be open for their admission, and that only for a part of the year.

The Portuguese, who, in consequence of some service done to the empire, had obtained a small settlement at Macao*, and a degree of interest with the government, were long the only Europeans who had any commercial intercourse with China. When the English first attempted to open a trade with that empire, the Portuguese 'so beslanted them to the Chinese, reporting them to be rogues, thieves, beggars, and what not, that they became very jealous of the good meaning of the English †.' And the Roman-catholic missionaries (of other nations as well as the Portuguese) who, under the character of men of science, were favourably received at the Chinese court, when the antipathies of religious distinctions were more virulent than in the present age, have, no doubt, contributed to strengthen the unfavourable opinion conceived of the English heretics ‡, of whom the Chinese never saw any but merchants, and seamen in the service of merchants, whose profession the people in authority hold in the lowest degree of contempt.

* Macao is situated on a peninsula at the southern extremity of a large island in the mouth of the river which leads to Canton.

† These are the words of the manuscript Account of Captain Weddell's voyage to China, quoted in Sir George Staunton's *Account of the embassy to China*, [V. i, p. 10, second ed.] from

which work, I may here observe, the account I give of the embassy is wholly extracted.

‡ The Portuguese missionaries in Japan in the year 1613 gave a character of the English there almost in the same words which were used by their countrymen in China. [*Purchas's Pilgrimes*, B. iii, p. 368.]

Perhaps the English seamen, with the high ideas of their own naval superiority, and the carelessness of consequences, which so strongly mark their character, may have been sometimes less correct in their conduct, than the rigid punctilios of Chinese etiquette and mechanical behaviour required. From these causes, and perhaps from others unknown, the English were the least favoured, or rather the most rigorously treated, of all the European nations who resorted to Canton; and probably also the most dreaded, since their acquisitions in Hindoostan, their conquest of Manila, and the general reputation of their naval power, were heard of in China. The officers of government at Canton, and especially the collector of the customs, finding that the oppression of foreigners was not likely to be found fault with, or even to be heard of, at court *, proceeded in their extorsions till they raised the demands for customs and port-charges upon a considerable ship to the enormous amount of £10,000 sterling. It was in vain to pretend to remonstrate. No native durst translate a memorial, or act as interpreter in laying their grievances before the viceroy: and Chinese subjects have even been punished, for teaching their language to foreigners.

The merchants of the *hong* †, almost the only people with whom the Europeans could have any authorized intercourse, though disposed to favour foreign commerce, as advantageous to themselves, yet having all the caution and timidity natural to the subjects of a government, which is arbitrary in every one of its subdivisions, either durst not present the memorials of their foreign friends; or, if they did, they suppressed the nervous arguments and clear statement of facts contained in them, and reduced them in the translations to abject petitions, more likely to invite, than to avert, insult and oppression. Neither do the members of the Chinese government think it necessary to show the smallest attention to foreigners, or their trade, which they are not disposed to acknowledge to be of any advantage to a people possessing, in their own variety of climates, all the necessaries and comforts of life, and, as they believe, all the useful knowledge attainable by man. Influenced by such ideas, the Chinese do not consider the great influx of money poured into their country by foreign commerce as a benefit; and, instead of encouraging, they merely tolerate, a very rigorously restricted intercourse with foreigners.

The principal trade of the East-India company has of late years been in tea, an article which China alone supplies. It therefor became an object of the first importance to endeavour to obtain relief from the

* ‘ A British subject in the service of the East-India company, who had attained the language of the country by having been sent to Canton at a very early age, and had remained long in it, was punished, by express order from Peking, for having attempted to penetrate to that capital

‘ with a view of presenting, in obedience to his superiors, a memorial of grievances from the British factory.’ [*Account of the embassy, &c.* V. i, p. 28.]

† For the establishment of the *hong*, or co-hong, see above V. iii, p. 655.

oppressions and insults, to which their commerce and their agents in China were exposed. In the hope that such oppressions and insults might not be authorized by, or even known to, the emperor, they suggested the expediency of sending an embassy from the court of Great Britain to that of China, which would at least have the effect of making it known in that country, that the interests of commerce were objects of the highest importance to the government of this country, and the British subjects trading in China were not to be looked upon as worthless outcasts, destitute of the support and protection of their sovereign *.

For this unusual and delicate mission Lord Macartney was chosen. In addition to the customary attendants of an ambassador, men of science in various departments were attached to the embassy, as on a voyage of discovery, and also, for the sake of splendour, a military guard. A magnificent present was selected for the emperor consisting of the most perfect astronomical and mathematical instruments, an orrery, a superb pair of globes, the most exquisite works of art, brass cannon and other kinds of arms, a model of a first-rate ship, and views of other objects not portable †. It was expected, that the sight of articles of such superior workmanship might have some effect in inducing the people of China to depart from their arrogant ideas of their own perfection, and accustom them to consider British manufactures as the most perfect productions of human ingenuity and industry, whereby a beneficial trade in such articles may in time be introduced.

The presents were so choise and valuable, that they excited the attention, and alarmed the suspicions, of the foreign ambassadors at the British court. ‘ One of these, who still held to the exploded prejudice of the jealousy of commerce, not being, it seems, aware that the world was wide enough for all who chose to embark in that kind of life, and that it flourished best by reciprocation, failed not to attribute to the British administration and East-India company a design of engrossing the total trade of China by the exclusion of all other foreigners, and proposed a counter embassy to avert the evil ‡.’ So far, however, was this very jealous foreign minister mistaken with respect to the

* A proof of the little estimation in which the Chinese government hold such of their subjects as emigrate, or go abroad for commercial purposes, appears in the following facts. In the year 1740 the Chinese in Java, where they are very numerous, revolted against the Dutch government, in consequence of which they were all massacred. The Dutch governor thought it necessary to send an apology to the emperor of China upon the occasion. But the deputies were very agreeably surprised to find that the emperor took no concern in the fate of unworthy subjects, who, in pursuit of lucre, had quitted their country, and abandoned the tombs of their ancestors. [*Account of the embassy, &c. V. i, p. 299.*] In former times they punished even

temporary expatriation much more severely than by neglect. About the year 1613 the emperor put to death, and confiscated the effects of, 5,000 people for trading out of the country, contrary to his edict. [*Purchas's Pilgrimes, B. iii, p. 368.*]

† No automata were sent, though such articles used to be so much fancied in China, that they have been sent thither from this country to the amount of about a million sterling. It was believed that the Chinese were fatiated with the sight of such useless trinkets.

‡ I have taken pleasure in transcribing these lines on account of the liberal spirit displayed in them.

object of the embassy, that an offer was made to the states-general of the United provinces of any services to the Dutch factory at Canton, which the ambassador might have it in his power to perform.

For conveying the ambassador and his numerous attendants, the *Lion*, a ship of war of 64 guns commanded by Sir Erasmus Gower, was commissioned: and the East-India company appointed the *Hindostan*, a ship of 1,200 tons commanded by Captain Mackintosh, an experienced and judicious officer, to carry the presents, and such persons of the embassy as could not be accommodated onboard the *Lion*. The ships sailed from Portsmouth 26th September 1792, and arrived on the 5th of August 1793 in the mouth of the Pei-ho in the neighbourhood of Pekin.

Lord Macartney was received in China with the greatest politeness, and sumptuously entertained by order of the emperor, who received that mark of attention from the sovereign of so remote a country with much complacency and satisfaction. But as the Chinese have no conception of any other purpose of an embassy than merely to deliver letters and presents, a letter and presents in return were prepared, and it was intimated to Lord Macartney, soon after the ceremony of the audience was over, and before he had a proper opportunity of entering upon any part of the business of his mission*, that the approach of winter would be prejudicial to his health, and that orders were given to convey him and his retinue to Canton. With this intimation he was obliged to comply; and the object of so much labour and expense was thereby rendered utterly unattainable. But fortunately the two mandarins, appointed to attend him to Canton, conceived a friendship for him; and, by the opportunities of free conversation with them during a journey (or canal voyage) of several months, he found means to impress them with more proper and favourable ideas of the British trade in China, than had hitherto been entertained of it in that country. In consequence of the frequent dispatches from these mandarins to the emperor, so happy a change was effected in the disposition of that prince towards the interests of the British commerce, that he removed the obnoxious viceroy of Canton, and instructed his successor to put a stop to the oppressions complained of by the ambassador, a measure to which the new viceroy appeared to be very well inclined of himself. The emperor also intimated a desire of seeing another embassy from Great Britain; and he gave orders, that no custom should be charged on the cargo to be taken in by the *Hindostan*, which was moreover permitted to load either at Chusan or Canton. Thus it happened that the ambassador was en-

* The section of the act for renewing the company's exclusive trade, which provides for a possibility of acquiring a territory from China, seems to infer that such an acquisition was one of the objects of the embassy, which the very peremptory

conduct of the Chinese court prevented the ambassador from having any opportunity of even mentioning. See above, p. 273, or act 33 Geo. III, c. 52, § 76.

abled to accomplish more of the purposes of his mission, after it was formally at an end, than during his continuance at court.

Lord Macartney had been furnished with credentials to the sovereigns of Japan and the other principal Oriental islands, which remain free from the yoke of any European power. But when he heard that the flames of war were kindled in Europe, and considered that there was no force in the Indian seas to protect the company's homeward-bound property from Canton, to the amount of three millions sterling onboard fifteen ships, he laid aside all thoughts of further embassies, and determined to return home, that the *Lion* might serve as a convoy to that valuable fleet. Having dispatched a tender with plants of the tea, tallow, and varnish, trees for Bengal, the whole fleet proceeded for Europe, and arrived in safety in England on the 6th of September 1794.

From the information obtained by the gentlemen of the embassy, concerning the little-known empire of China, I have selected the following particulars, illustrative of the state of commerce in that singular country.

In China there are no hereditary ranks or titles*; and every man in power or office is, at least, supposed to owe his preferment to his own merit. There are three classes of the people; 1) the learned men, out of whom all the magistrates and governors are chosen; 2) the cultivators of the soil, who, are above nine tenths of the whole people, and whose industry is chiefly exerted in providing grain and other articles of food for mankind, there being very few cows, horses, or other live stock, in the country; and 3) the lowest order of the people, consisting of tradesmen and mechanics, among whom merchants are classed; for in China the profession of a merchant is in little estimation, the method, punctuality, candour, and strict honour, which are the characteristics of mercantile men in a commercial nation, being unknown to the petty dealers of that empire. But from this description the merchants in Canton, and even those in the neighbourhood of it, must, in some degree, be excepted, who, by having some intercourse, directly or indirectly, with foreigners, have, in spite of the national self-sufficiency and arrogance, acquired a superior knowledge of business, and so much of that mutual confidence, without which business cannot be transacted on a large scale, that packages of goods bearing the marks of the British East-India company, are sold and resold by the invoices, as in India, without ever being opened for examining the quantity or quality of the contents, till they arrive at the places, where they are retailed to the consumers. The hong merchants being very extensive and privileged dealers, and having large concerns with foreign merchants, must be

* They are not, however, indifferent to the pride of ancestry, but carefully preserve their genealogies, and point out with exultation the names of those ancestors who have been recorded in the *Book of merit*.

considered as in all respects superior to all other merchants in Canton, or any other part of the empire.

Though expresses on the emperor's business are forwarded at the rate of 150 miles a day, it is very rarely that an individual is permitted to send a letter by them: and as there is no establishment of a general post to convey letters for the public, their trade, which is all inland, must be prodigiously cramped for want of correspondence, and the people must be totally ignorant of all public, or distant, transactions.

The roads, though very narrow, are sufficient for the few carriages employed in traveling or transporting goods. But, as the whole country is intersected by navigable rivers and canals in every direction, journeys are mostly performed upon the water, which also furnishes an easy conveyance for all the goods and produce carried from one part of the empire to another. The prodigious crowds of vessels, which cover the grand canal, extending by the help of rivers, with little interruption of portage, from Peking to Canton, and all the other inland waters, prove that the home carrying trade must be prodigiously great. But we must at the same time remember, that nearly the whole of their trade is conveyed upon the inland waters, their foreign active trade being next to nothing, and their timorous disposition inducing them to prefer creeping along the windings of rivers and canals to a direct route in the open sea along the coast. In the management of their fresh-water craft the Chinese are very expert. But in the navigation of the open sea they appear to have fallen off very much from the maritime skill and enterprise of their ancestors, who are said to have sailed as far as the coast of Africa, and, though they have the use of the compass, they have so little confidence in it, or in their own seamanship, that they are never willing to lose sight of land*, and think it too arduous an attempt even to coast along their own shores without intermediate stops.

Vast numbers of boatmen and fishermen have no residence upon the land: their boats are their only habitations, in which they and their families carry on their business, and their children are born and bred up.

The Chinese seem in many respects to have more resources and more economy than any other people, to which they are in a great measure impelled by their superabundant population. All are industrious; and the gentlemen of the embassy remarked, that, though vast numbers appeared to be very indigent, not a beggar was ever to be seen in the country. They carry soil to the rugged rocks; they make terraces on the steep declivities of the mountains, and ponds above the terraces to furnish water to them. The inhabitants of the lakes (those who live on the surface, as well as those living on the banks, of them,) make a shift

* One might ask, what is the use of the compass to them? The name they give it is *ting-nan-ching*, or needle pointing to the south.

to procure crops from artificial fields floating upon the surface of the water, which are made by spreading earth upon rafts of bamboos. And the canals themselves, besides serving the purposes of navigation, and supplying fish and water fowls, are made to yield a crop of vegetables of a species, which reaches from the bottom to the surface. Ducks are hatched by artificial heat, as in Egypt. Silk worms are fed on the leaves of a species of ash tree, as well as on those of the mulberry. They make cloth from the fibres of nettles; and they make paper from the barks of different vegetables, from the fibres of hemp, and the straw of rice*. They never suffer their ground to lie fallow, but keep it continually in heart by a great variety and abundance of manures; and they provide against the damage arising from excessive drought by irrigation. They scarcely ever sow their corn in broadcast, but set it carefully in drills, which affords employment for their children. 'A gentleman of the embassy calculated, that *the saving of the seed alone in China in this drill husbandry, which would be lost in that of broad-cast, would be sufficient to maintain all the European subjects of Great Britain.*'—Thus every thing is turned to the best account; and the farmer enjoys the whole fruits of his labour; for there are no ecclesiastical tithes to diminish his profits, or discourage his industry.

Chow-ta-zhin, a friendly mandarin, communicated to Lord Macartney an account, mostly in round numbers, of the extent, population, and revenue, of the empire of China, exclusive of Tartary and the tributary provinces, taken from official documents, which is as follows.

Provinces.	Square miles.	Acres.	Millions of people.	Taxes.	
				Tahels of silver †.	Measures of grain ‡.
Pe-che-lee	58,949	37,727,360	38	3,036,000	N.
Kiang-nan	92,961	59,495,040	32	8,210,000	1,440,000
Kiang-see	72,176	46,192,640	19	2,120,000	795,000
Tche-kiang	39,150	25,056,000	21	3,810,000	780,000
Fo-chen	53,480	34,227,200	15	1,277,000	N.
Hou-quang { Hou-pe .. }	144,770	92,652,800	{ 14	1,310,000	100,000
{ Hou-nan. }			{ 13	1,345,000	100,000
Ho-nan	65,104	41,666,560	25	3,213,000	230,000
Shan-tung	65,104	41,666,560	24	3,600,000	360,000
Shan-see	55,268	35,371,520	27	3,722,000	N.
Shen-see	154,008	98,565,120	{ 18	1,700,000	N.
Kan-sou			{ 12	340,000	220,000
Se-chuen	166,800	106,752,000	27	670,000	N.
Canton	79,456	50,851,840	21	1,340,000	N.
Quang-see	78,250	50,080,000	10	500,000	N.
Yu-nan	107,969	69,100,160	8	210,000	220,000
Koei-cheou	64,554	41,314,560	9	145,000	N.
Totals	1,297,999	830,719,360	333	36,548,000	4,245,000

* A similar manufacture of paper from straw, hay, thistles, the refuse of hemp and flax, some kinds of wood and bark, and also from paper already written or printed upon, has been attempted in this country.

† The Chinese tael, tael, or tale, is somewhat heavier than our ounce of silver, 100 of them being worth about £33 sterling.

‡ We are not informed what is the weight or quantity of a measure of grain, but it appears to be sufficient

This account of the population of the empire, being about $256\frac{1}{2}$ persons for every square mile throughout the whole extent of the country, may at first sight stagger belief. But as it is the result of actual enumerations, taken in every division of ten families, and as the laws permit no emigration, as there is no naval establishment, as the army contains only one man out of 185 of the inhabitants, and it is universally allowed that the population is so very redundant, that the destruction of infants is authorized by custom, if not by law, there can scarcely be any reason to doubt the truth of it. The small amount of the taxes is still more remarkable, being only about $8\frac{3}{4}d$ sterling in silver, and not quite thirteen thousandth parts of a measure of grain, paid by each person. The whole amount in money and grain is far below what is paid by the people of this island, whose number is not much above that of the least populous, nor much above a quarter of that of the most populous, of the seventeen provinces of that very populous empire*. But in proportion to our numbers, our commerce is prodigiously more extensive than that of the Chinese.

The French government, anxious for the safety of a fleet of 160 vessels from the West-Indies and America, loaded with West-India produce, provisions, and naval stores, the value of which was estimated at five millions sterling, ordered out twenty-six ships of the line, commanded by Admiral Villaret, to meet and protect them. Lord Howe with a British fleet, also of twenty-six ships of the line, was cruising to intercept the same rich fleet of merchant vessels. Neither of the admirals fell in with the object of his search. But they met each other. An engagement, or rather a succession of engagements, ensued on the 28th and 29th of May and the 1st of June, and in the final action six of the French ships were taken, and one was sunk. Though the French marine sustained so heavy a loss, yet the great object, for which the fleet was sent out, was accomplished; and the whole of the merchant fleet got safe into the port of L'Orient a few days after the engagement.

As soon as the news of the victory arrived, the underwriters at Llyod's coffee-house, with that spirit of benevolence and liberality which usually accompanies commercial prosperity, and which they have shown on so many similar occasions, immediately opened a subscription for the relief of the widows and children of the seamen, who fell in the battle. Their subscriptions, together with the donations of benevolent people of other descriptions, paid into the hands of Mr. Taylor, the keeper of the coffee-house, amounted to £21,281 : 19 : 11. The corporation of the city of

sufficient for the subsistence of a man for about three days, ten measures of rice being allowed to a foot soldier in a lunar month. Those provinces, which have N. in the column of grain, pay no tax of that kind.

* The whole revenue of the greatest empire upon the face of the earth is scarcely sufficient to pay half the interest of our national debt, with the concomitant charges.

London gave £500, and the managers of Drury-lane theatre gave a clear benefit, which produced above £1,300, to the same charity. So ample were the contributions, that it was thought proper to apply 500 guineas in providing a pair of magnificent goblets, to be presented to Admirals Bowyer and Pasley, who had each lost a leg in the engagement.

The gentlemen who took upon themselves the charge of distributing this noble charity, were so exceedingly attentive to the interests of the objects of it, that they provided by trusts, that they should not suffer by their own folly in making indiscreet alienations of the property bestowed upon them.

In the West-Indies the British forces got possession of Tiburon, a small settlement in the western extremity of S^t. Domingo: and afterwards, being reinforced by about 1,600 men, they took the more important town of Port au prince (June 4th), where they found twenty-two capital vessels loaded with produce, and many others in ballast, the whole estimated at the value of near £400,000. This was the last successful effort of the British troops in S^t. Domingo *. The yellow fever renewed its attacks with such pestilential virulence, that it scarcely left alive a sufficient number of the devoted army to perform the melancholy duty of burying their dead companions †.

In the meantime the new-acquired island of Guadaloupe was attacked by the French, and being but weakly garrisoned, the whole island, notwithstanding the assistance brought from S^t. Christophers by Sir Charles Grey, was reduced to the dominion of France by the 3^d of July, except Fort Matilda, which was defended by the British garrison till the 10th of December, when it was surrendered to the French army, then reinforced by 3,000 men.

The settlement established at Sierra Leona with the philanthropic intention of introducing civilization, industry, and laudable commerce, instead of pillage and the sale of human creatures, was now beginning to flourish. The new village, called Freetown, contained 200 houses, some of them tolerably good, disposed in regular streets; the grounds were cleared for several miles from the town, and cultivated; and consequently the climate was rendered more healthy. Order and industry were established. The fame of the colony, and of their determination not to deal in slaves, was spread throughout the country. The king of Foulah, the sovereign of some millions of people and of a plentiful country, had sent an embassy to Sierra Leona; and, in return, two gentlemen in the company's service had penetrated to Teembo, his capital, situated a con-

* Some account of the trade and condition of S^t. Domingo previous to the commencement of the troubles in it has already been given in p. 224.

† Hompesch's regiment of hussars were re-

duced, in little more than two months, from 1,000 to 300, and the 96th regiment perished to a man. [Edwards's *Hist. of the West-Indies*, V. iii, p. 411, 8vo ed.] 2

siderable way up in the country, where they were well received. They reported, that Teembo contains about 7,000 inhabitants, who are Mohammedans. The chief people have books and can write; and there are schools in every town. They have manufactures of iron, silver, wood, leather, and cloth, and are in all respects superior to the Negroes on the coast. They also reported, that the effect of the war in Europe was very favourable to that part of Africa, where they enjoyed comparative peace and tranquillity, in consequence of the slackened demand for slaves.

The favourable situation and prospects of this little colony were suddenly reversed. A French fleet, consisting of one ship of 50 guns and a number of privateers, two of which carried 32 guns each, fitted out by the slave-merchants of Bourdeaux and L'Orient, instigated and assisted by two slaving captains, whose crimes had made them fly from England and America, arrived in the harbour (September 28th), took all the vessels belonging to the company, destroyed the public buildings, and plundered all the property they could lay their hands upon. After doing all the mischief they could at Sierra Leona, they sailed along the coast, and plundered some of the British slave factories.

The French government had promised that Sierra Leona should be exempted from the ravages of the war. But it might be expected, that a settlement, established for the express purpose of annihilating the slave-trade, could not escape the pointed vengeance of slave-merchants, as soon as the laws, or customs, of war should put the power of conducting hostile enterprises into private hands.

As some amends for the recapture of a West-India island and the destruction of an infant settlement on the coast of Africa, the British forces in the Mediterranean made the acquisition of an entire European kingdom in the island of Corsica, the sovereignty of which was annexed for ever to the crown of Great Britain (June 19th). The parliament of that kingdom engaged to adopt all regulations, consistent with their new constitution, which should be enacted by the parliament of Great Britain for the extension and advantage of the empire. In return they were assured, on the part of their new sovereign, of the same protection to the trade and navigation of Corsica, which is given to the trade and navigation of his other subjects: and the viceroy moreover promised them a participation, not only of the treasures of trade, but also of the sovereignty of the sea*.

The union of this kingdom with Great Britain was of too short a duration, to afford sufficient knowledge of the commercial advantages to be derived from the connection. From the custom-house books it appears, that 27 vessels from Corsica were entered inwards at the ports of Great Britain in the years 1795, 1796, and the beginning of 1797, and

* The population of Corsica was estimated at 120,000 souls by Theodore, who once had the title of king of it.

that 1 vessel failed for it in the year 1796. But of the nature of their cargoes, or whether they were advantageous or disadvantageous to the commercial interests of Great Britain, I have not at present any sufficient information.

June 26th—A conflagration broke out in a boat-builder's yard at Cock-hill in Ratcliff, which communicating with a barge loaded with saltpetre, and thence extending to some of the East-India company's warehouses full of the same dangerous commodity, the whole blew up. The wind blowing strong, and it being unfortunately low water in the river, the fire raged with unconquerable fury, and continued to spread, till it destroyed several streets. Near five hundred houses were burnt down; and the damage was reckoned to be the greatest that ever was done by any fire since the great conflagration, which destroyed so great a part of London in the year 1666. For the immediate accommodation of the families, who were burnt out, government lent them 140 tents, which were formed into a little camp in a field adjacent to Stepney church.

On this melancholy occasion the liberal charity of the underwriters at Lloyd's and of other benevolent persons, was again cheerfully extended for the relief of the distressed, till the committee for the management of the donations informed the public, that they conceived the funds put into their hands to be fully adequate to the purposes, to which they were proposed to be applied.

In the spring of this year the secretary of state of the United States of America laid before General Washington, the president of the congress, an abstract of complaints against the belligerent powers, stating, that American vessels were carried into British ports, and detained, even when they could by no means be condemned, whereby the cargoes, and also the vessels themselves, were exposed to destruction; that British ships of war had impressed American seamen; that the British regulations forced the commerce of the citizens of the United States out of its proper channel, and restricted it to the ports of the British or their friends; that their vessels were taken merely for trading to the French West-Indies in articles not deemed contraband by any law of nations; and those in the British West-Indies were obliged to give security that their cargoes should be carried to British, or neutral, ports. The admiralty courts in the British West-Indies were also accused of excessive rigour, and irregularity in their proceedings.—There were nearly the same complaints against the French privateers and ships of war, and admiralty courts; and it was represented that an embargo had been laid upon American vessels in the ports of France, and a payment had been made in depreciated assignats, which ought by the contract to have been in coin.—Some outrages of Spanish privateers, and a decision of the Dutch admiralty court, were also complained of.

The American government on the 26th of March 1794 laid an embargo of thirty days on all British vessels in their ports; and appointed Mr. Jay to proceed to the court of Great Britain to ask redress of the grievances complained of by their citizens.

In answer to the memorial of Mr. Jay, envoy extraordinary from the United States of America, Lord Grenville, secretary of state for foreign affairs, admitted that some irregularities were unavoidable in an extensive war, but professed the king's desire, that the citizens of the United States should have every opportunity of obtaining complete justice by the regular course of law. He imputed the grievance of impressing American seamen to the difficulty of distinguishing them from British seamen, but assured him that orders had been given to make the proper inquiries.

These communications paved the way for

A treaty of amity, commerce, and navigation, with the United States of America, signed by Lord Grenville and Mr. John Jay, 19th November, 1794 *.

The first article engages for a firm, inviolable, and universal, peace, &c.

2) It is agreed, that the posts within the limits of the United States, occupied by British garrisons, shall be given up before the 1st of June 1796; the British settlers within the jurisdiction of them having the option of departing with their property, or of becoming citizens of the United States, till the 1st of June 1797, after which all, who chuse to remain, shall become citizens of the United States.

3) Liberty is reciprocally given to his Majesty's subjects and the American citizens, and also to the Indians dwelling on either side of the boundary, freely to pass and repass by land or inland navigation, into the respective territories of either on the continent of America (excepting the countries within the limits of the Hudson's-bay company) and to navigate all the lakes and rivers, and to trade with each-other. But this liberty does not extend on either side to the ports, bays, or creeks, of the sea, or the mouths of rivers as far up as the highest port of entry for sea vessels; small American vessels being, however, permitted to trade *bona fide* between Montreal and Quebec. The River Mississippi is declared to be entirely open to both parties, who may equally use all the landing places on its east side. By these conveyances all goods, not prohibited to be imported into the British territories in America, may be carried into them by the citizens of the United States, on paying such duties as the same goods would be liable to on importation from Europe. And the British subjects have the like liberty of carrying into the territories of the United States all such goods as are not prohibited there, on paying such duties as they would be liable to on being imported in

* What is here laid before the reader is only the substance of the treaty, which is above three times as long, though it is far from being so verb-

ose as most other such papers, some paragraphs of it, as the reader will observe, not even admitting of an abridgement.

vessels belonging to the United states into their Atlantic ports. All goods, which may be freely exported on either side, may in like manner be reciprocally carried to the territories of each party respectively. —Peltry, passing by inland carriage, is exempted from paying any duty on passing the boundary line on either side ; as are also all the goods and effects belonging to the Indians, unless the largeness of the package give reason to believe, that they are not *bona fide* Indian property. —No higher tolls or rates of ferriage shall be demanded than are paid by the natives of the country, in which they are situated ; nor shall any duty be payable at the portages on either side for goods, not sold or exchanged, but carried to be reimbarcked on the next navigable water.

4) Provision is made for ascertaining by a joint survey and amicable negotiation the north-west boundary of the territory of the United states, between the Lake of the Woods and the River Mississippi, the position of the upper branches of that river being unknown.

5) It is also agreed, that commissioners shall be appointed on both sides to determine, which of the branches of the River St. Croix ought to be fixed as the boundary between the British provinces and the territories of the United states.

6) Many British merchants and others having alleged, that debts to a considerable amount, contracted before the peace by inhabitants of the United states, were still due to them, which, owing to a variety of causes in the lapse of so many years, cannot now be recovered by the ordinary course of judicial proceedings, the United states engage to make full compensation for all such debts, which really could not be recovered by the ordinary course of justice, but not for such losses as were occasioned by the insolvency of the debtors, or by the manifest negligence or omission of the claimant. For ascertaining the amount of such losses and damages, it is agreed, that two commissioners shall be appointed by the king, and two by the president of the United states, which four shall chuse a fifth one ; that they shall sit at Philadelphia and any other place they may think proper ; that they shall receive all applications made to them within eighteen months from their first sitting, which term they may, if necessary, extend to six months more, and shall decide upon them according to equity and a due consideration of all circumstances. The United states engage to make full payment in specie of all sums so awarded by the commissioners, the commencement of the payments being limited to twelve months after the ratification of this treaty.

7) Many merchants and others, citizens of the United states, having complained, that they have sustained considerable damage by irregular and illegal captures or condemnations of their vessels and property by British cruisers since the commencement of the present war, for which no redress can now be obtained by judicial proceedings, the British government engage to make full compensation for all such losses, as cannot

be remedied by the course of law, and are not occasioned by any neglect of the claimants. Five commissioners, to be chosen in the same manner with those mentioned in the preceding article, are appointed to meet in London, where they shall receive claims during eighteen months, with a power to prolong the time, if necessary, in particular cases, and to decide upon the merits of the several claims according to equity and the law of nations. His Britannic Majesty engages to make full payment in specie agreeable to the awards of the commissioners.

—On the other hand, many British subjects having complained, that their vessels had been taken within the jurisdiction of the United States, or by vessels originally armed in their ports, it is agreed, that all such cases, which have not been already redressed agreeable to the terms of Mr. Jefferson's letter to Mr. Hammond, and also any similar cases, which may occur prior to the ratification of this treaty, shall be referred to the same commissioners: and the United States agree to make full compensation to the claimants agreeable to the award of the commissioners.

8) It is agreed, that the expense of both commissions shall be jointly defrayed by the two parties.

9) The rights of British subjects, holding lands in the territories of the United States, and those of citizens of the United States, holding lands in his Majesty's dominions, are confirmed to them, according to the nature and tenure of their respective titles, with as full power to grant, and sell, them, as if they were natives: and in all matters concerning the property of their lands neither they nor their heirs shall be considered as aliens.

10) ' Neither the debts due from individuals of the one nation to individuals of the other, nor shares, nor monies which they may have in the public funds, nor in the public or private banks, shall ever, in any event of war or national differences, be sequestered or confiscated, it being unjust and impolitic, that debts and engagements, contracted and made by individuals having confidence in each-other, and in their respective governments, should ever be destroyed or impaired by national authority on account of national differences and discontents.'

11) A reciprocal and entirely perfect liberty of navigation and commerce is mutually agreed upon.

12) During the continuance of the present war, and for two years after the termination of it, the citizens of the United States may carry in their own vessels, not exceeding the burthen of *seventy* tuns, all such goods of the produce or manufacture of the United States to his Majesty's islands and ports in the West-Indies, as British vessels can lawfully carry from the United States to the same islands and ports: and no higher duties shall be charged on their vessels than are charged on British vessels in the ports of the United States, nor shall the cargoes pay higher duties than are payable on the like goods imported in British vessels.

The American citizens may purchase, and export to the United states in their own vessels, all articles of the produce or manufacture of the British islands, which may now be lawfully carried by British vessels to the states, on paying the same duties, to which British vessels and their cargoes are subject. But this liberty only extends to a direct intercourse between the British West-Indies and the ports of the United states; and the United states engage to prohibit the carriage of melasses, sugar, coffee, cacao, or cotton, in American vessels, either from his Majesty's islands, or from the United states, to any other part of the world.—British vessels have also full liberty to trade to and from the ports of the United states and those of the British West-Indies, and to carry the commodities of both, on paying the same duties which are payable by American vessels.

13) His Majesty consents, that the vessels belonging to the citizens of the United states of America shall be admitted and hospitably received in all the ports of the British territories in the East-Indies, and shall have liberty to trade in all articles, whereof the importation or exportation is not prohibited, the American vessels paying no higher tunnage dues in the British ports in India than are paid by British vessels in the ports of the United states, and paying the same duties on the goods imported and exported, which are paid on the like goods imported or exported in British vessels. It is expressly agreed, that the vessels of the United states shall carry the articles, exported by them from British ports in India, to no part of the world but their own ports in America*; and, when Great Britain is engaged in war, they must not export any military stores, naval stores, or rice, without the special permission of the British government in India.—The vessels of the United states are not, in virtue of the permission granted by this article, allowed to carry on any part of the coasting trade of the British territories, the carriage of any part of their original cargoes from one port of delivery to another not being, accounted as such. Neither are the citizens of the states allowed to settle in the British territories in India, or to travel into the interior country, without the permission of the British government of the place. The observance of the regulations of the British government in this respect may be enforced against the citizens of America as well as against British subjects, they being, from their arrival in the port, equally amenable to the laws and jurisdiction of the place. The citizens of the United states have also liberty to touch for refreshment at S^t. Helena.

14) The inhabitants of either country may freely and securely resort to the ports of the other: and they may reside as long as they have occasion, may possess houses and warehouses for the purposes of their commerce, and enjoy complete protection and security, according to the laws of the country wherein they are.

* Before this treaty took place, American vessels used to make very large sums by the freight of cotton from the British ports in India to Canton.

15) No higher duties shall be charged in the ports of either country than are paid by the like vessels or merchandize of all other nations. 'Nor shall any prohibition be imposed on the exportation or importation of any articles to or from the territories of the two parties respectively, which shall not equally extend to all other nations.'

'But the British government reserves to itself the right of imposing on American vessels entering into the British ports in Europe a tonnage duty equal to that which shall be payable by British vessels in the ports of America; and also such duty as may be adequate to countervail the difference of duty now payable on the importation of European and Asiatic goods when imported into the United States in British or in American vessels.' And both parties agree to treat for a more exact equalization of the duties in such a manner as may be most beneficial for the two countries; and in the meantime the United States engage to make no increase in the now subsisting difference between the duties payable on the importation of any article in British or American vessels.

16) Each of the contracting parties may appoint consuls for the protection of their trade to reside in any part of the dominions of the other, except such particular places as shall be thought improper for their residence. The consuls, in case of illegal or improper conduct, may be punished, if the law extend to the case, or may be dismissed, the offended government assigning to the other the reasons for the same.

17) When a vessel is taken, or detained, on suspicion of having enemy's property onboard, or of carrying to an enemy any contraband articles, she must be carried to the nearest or most convenient port; and only the property found to belong to the enemy shall be made prize of, the vessel being afterwards at liberty to proceed with the rest of her cargo. And all possible dispatch shall be given in deciding the cases of vessels and cargoes so carried in for adjudication, and in the payment or recovery of any indemnification adjudged, or agreed to be paid, to the masters or owners of such vessels.

18) All arms and implements of war, gun-powder, match, saltpetre, horse furniture, timber for ship-building, tar, rosin, copper in sheets, sails, hemp, cordage, and all other articles which may be used for the equipment of vessels, except unwrought iron and fir plank, are declared to be contraband, and liable to be confiscated, when bound to an enemy's port.—Whenever provisions, and other articles not generally contraband, come to be considered as such in particular cases, according to the existing laws of nations, and are therefor seized, they shall not be confiscated; but the owners shall be completely, and speedily, indemnified, the captors, or in their default, the government, paying the full value for such articles, together with a reasonable mercantile profit, and also freight and demurrage.—A vessel bound for a port, which is block-

aded, may be turned away by the blockading fleet, but not detained or confiscated, unless she shall again attempt to enter the port. The vessels or goods of either party, which shall have entered such port before it was blockaded, shall not be liable to confiscation on the reduction of the place.

19) All commanders of ships of war or privateers shall be liable to make good the damages or outrages they may commit against the subjects or citizens of the other party: and to that intent the commanders of privateers shall give security before they receive their commissions, for £1,500 sterling, if their vessels carry fewer than 150 men, or for £3,000, if they carry a greater number, to satisfy all such damages; and they shall also lose their commissions, when found guilty of such aggressions.

20) Neither party will receive into their ports any pirates, but will seize their vessels, and restore the goods taken by them to the proper owners, as far as they can be discovered.

21) It is agreed, that neither party will permit their subjects or citizens to accept commissions from the enemies of the other, nor permit such enemy to enlist any of their subjects or citizens into the military service. Any subject or citizen found acting contrary to this article may be punished as a pirate.

22) It is expressly stipulated, that neither party will authorize any acts of reprisal against the other on complaints of injuries or damages, unless justice shall have been refused, or unreasonably delayed, after making the proper demand for satisfaction, accompanied by an authenticated statement of the damages.

23) The ships of war of either party shall be hospitably received in the ports of the other, their officers paying due respect to the government of the country, and being treated with the respect due to the commissions they bear. His Britannic Majesty agrees, that in case an American vessel shall be driven by stress of weather, the pursuit of enemies, or other misfortunes, into any of his ports, into which she cannot in ordinary cases claim admittance, she shall be hospitably received, and be permitted to refit, and to purchase whatever she needs. But she shall not land her cargo, nor break bulk, unless it be *bona fide* necessary to her being refitted. Nor shall any part of the cargo be sold, unless the government of the place may see it necessary to permit a sale of some part of it to defray her expenses, in which case duties shall be paid only for what is permitted to be sold.

24) Neither party will permit privateers, commissioned by the enemies of the other, to arm in their ports; nor to sell or exchange what they have taken; nor to purchase any more provisions than what are absolutely necessary for going to the nearest port of the prince or state they are commissioned by.

25) The ships of war and privateers of either party may carry their prizes whithersoever they please, without paying any fee to the officers of the admiralty or judges. Neither shall the prizes be detained, nor even visited by searchers or other officers, except for the purpose of preventing the cargo from being illegally landed: nor shall the validity of the prizes be inquired into. But the captors shall be at liberty to depart with their prizes to the places mentioned in their commissions.—No shelter shall be given in the ports of either party to those who have taken any vessel belonging to the other: but, if they are driven in by stress of weather, they shall be obliged to depart as soon as possible. Though all treaties, now existing with other sovereigns and states respecting this point, must be duly observed, both parties engage to enter into no new treaty, which shall be inconsistent with this or the preceding article.—Neither party will allow a vessel belonging to the other to be taken within any of their bays, or within cannon shot of their coasts. And in case of their territorial rights being violated by any such capture, they shall use their utmost endeavours to obtain full satisfaction.

26) In case of a rupture (which God forbid) between his Majesty and the United States, the merchants and others of each party, residing in the dominions of the other, shall have the privilege of remaining and continuing their trade, so long as they behave peaceably, and commit no offence against the laws. If their conduct shall induce the government of the place to order them to remove, they shall be allowed twelve months after the order to remove their families and effects, provided they shall not have acted contrary to the established laws. A rupture shall not be deemed to have commenced, while negotiations are depending for the accommodation of differences, nor till the ambassadors shall be recalled, or sent away, on account of such differences. Either party has a right to request the recall of, or immediately to dismiss, the ambassador of the other, in case of personal misconduct, without any prejudice to the mutual friendship.

27) Each party agrees to deliver up to justice all fugitives, charged with murder or forgery committed within the jurisdiction of the other, on such evidence of criminality being produced, as would justify commitment for trial in the place where the fugitive has sought an asylum.

28) It is agreed, that the first ten articles of this treaty shall be permanent: and the eleventh, thirteenth, and subsequent articles (the duration of the twelfth being already provided for) shall be in force during twelve years after the exchange of the ratification. But, if his Britannic Majesty and the United States shall not be able to complete a new arrangement for settling the subject of the twelfth article of this treaty by amicable discussion within two years after the termination of the present war, then all the articles of this treaty, except the first ten, shall cease and expire together.

Lastly, in order to facilitate intercourse and obviate difficulties, it is agreed, that the parties will readily treat from time to time concerning such other articles, as may be found conducive to mutual convenience, and the promotion of mutual satisfaction and friendship: and such articles, when duly ratified, shall be considered as parts of this treaty.

Mr. Jefferson's letter of 5th September 1793 to Mr. Hammond, the British ambassador at Philadelphia, which is referred to in the seventh article, being an important state paper, is annexed to the treaty. It refers to his former letter of 7th August, which had announced, that measures were taken for excluding from the ports of the United States all vessels armed in them to cruise on nations, with whom they are at peace, and for restoring three vessels particularly named, or, in failure of restitution, making compensation for them at the public expense; though no existing treaty with Great Britain bound the United States to defend British vessels on their coasts, as they were bound by treaties with three of the belligerent powers to defend theirs. He stated the opinion of the president, that compensation should also be made for any other vessels brought in after the 5th of June and before the 7th of August, under the like circumstances with the vessels mentioned; in short that either restitution or compensation should be made in all cases between those dates and in those after the later of them, *restitution if practicable*, the states not being bound to make *compensation* in analogous cases to the powers in treaty; though he was still inclined to think, that the United States should make compensation in any cases occurring after that date with circumstances, which should place them on similar ground with those before it. He concluded with proposing, that the collector of the customs of the district, in conjunction with the British consul, or any other person authorized by the British ambassador, should value all losses proceeding from detention, waste, or spoliation, between 5th June and 7th August 1793.

This treaty was very far from being satisfactory to the people of the United States*, who complained, that their trade with the British West-India colonies would be so hampered with the restrictions of it, that it could never be of any advantage to them. They also observed, that the chief points in dispute between the two countries were still as far from being decided as ever.—On the other hand, it was remarked on this side of the water, that the article, restricting the trade of the United States with the British West-Indies to vessels not exceeding seventy tons, was equivalent to an act for creating a nursery of seamen for America †.

* It was not till the 30th of April 1796 that the house of representatives of the United States consented to ratify the treaty, though the ratification was exchanged 28th October 1795.

† It must be acknowledged, that small vessels re-

quire a much greater proportion of men to the quantity of goods carried by them than large ones. Ten vessels of 40 tons, must have each a commander and mate, and at least four men before the mast; in all 60 seamen. One ship of 400 tons, which

The following brief sketch of the system of commercial policy adopted by the United States of America, and of the state of their commerce and manufactures at this time, is extracted from a series of papers, written by Mr. Coxe of Philadelphia between the years 1787 and 1794*.

The United States admit every foreigner to the right of carrying on any business or manufacture, and buying lands or houses, free of any corporation monopolies, or payment of taxes of any kind, from the day of his arrival: and a residence of two years confers upon him the right of electing, or being elected into the legislative body, and every office of profit or trust†. Non-resident foreigners are also permitted to purchase lands, to sell them, and exercise all the rights of property in them, though they should never set a foot in America.

They admit foreign vessels into all their ports, and in every branch of trade, not even excepting the carriage of goods from one state to another, subject to a duty of 44 hundredth parts of a dollar (about two shillings sterling) per tun more than is paid by their own vessels, and a surcharge of ten per cent on the duties payable upon their cargoes.—They do not impose any extra light-duties on foreign vessels; nor do they make any inquiry, where they were built, or whether they are navigated by subjects of the country they sailed from, or by others.

They admit the commodities of all countries, without ever questioning whether the vessel importing them belong to the country producing them, or whether they may have been previously imported into that, from which they are carried to the states.

They permit the exportation of every article of their produce and manufacture, free from any duty whatever. And they admit the importation of all foreign produce, manufactures, fish and other produce of fisheries, in their own or any foreign vessels whatever, on duties, which are in general much lower than those imposed by any other nation on goods imported. The highest duties are those on wines and other liquors, and 15 per cent ad valorem on such articles as may generally be deemed luxuries, no article except foreign-made wheel carriages paying so high as 20 per cent. They lay no extra tax on sales made by any foreigner on his own account in their ports. And they do not prohibit the consumption of any foreign article whatever.

which will carry much more than the whole of them, can be navigated by a commander, three mates, and 20 or 22 seamen. Thus there is a difference of from 35 to 40 seamen in carrying the same quantity of goods in the one large, or in the ten, or more, small vessels. And the difference is much greater to the national, or political, interest, than to that of the owners of the vessels, as the smaller are sooner dispatched, and make more frequent voyages, than the larger.

* Mr. Coxe was commissioner of the revenue in Philadelphia, and consequently his information may be received as perfectly authentic. His pa-

pers were collected in one volume, and published in the later end of the year 1794, before Mr. Jay's negotiation in London had brought about the above treaty, or at least before the conclusion of it could be heard of in America.

† In the year 1793 the congress, warned by the insurrection at Pittsburgh, of the evils to be dreaded from too great a proportion of heterogeneous matter in the body of their community, enacted that foreigners arriving *after* the act was passed, must have resided five years in their territories before they can be naturalized and admitted to the right of voting at elections.

The citizens of the United states may be concerned in any branch of foreign trade, whether carried on from their own, or any other, country; except the slave-trade, which is abolished in all the states, with one small exception * †.

Manufactures are represented as advancing rapidly in America. Arkwright's spinning mills, and the spinning jennies, were transplanted to the United states very soon after their first appearance in this country: and they also have mills and machinery for spinning flax, hemp, and wool. Besides mills for grinding corn, the original, and for a long time almost the only, manufacture of British America, there are great numbers of fulling mills, saw mills, oil mills, gun-powder mills, paper mills, snuff mills, &c. They have machinery for rolling iron, copper, and brass, into sheets; for making pig iron, bar iron, and steel; for slitting iron; making nail-rods, &c. and steam engines have been introduced with improvements by Messieurs Rumsey and Fitch, citizens of the United states.—Their breweries were now so flourishing, especially in Philadelphia, that the importation of foreign malt liquor was reduced to a mere trifle, and much more was exported than was imported.—The distilleries, whereof the greatest number are in Massachusetts bay, were so much increased, that the quantity of home-made spirits was double that of the imported: and the quality, which formerly was justly reckoned very indifferent, was greatly improved. The American rum was formerly made entirely from melasses imported from the West-Indies, and chiefly from the French islands, whereof no less than 7,194,606 gallons were imported in the year ending in September 1791; but that importation was unusually great. Since the chief source of that supply has failed in consequence of the calamities of the French colony of St. Domingo, the American distillery has been in a great measure supplied from grain, and also from fruit, a very good spirit being distilled from cider, and a most excellent one from the juice of peaches, which grow luxuriantly in almost every part of the middle states. The annual quantity made from grains and fruits, chiefly in the middle and southern states, was now estimated at four millions of gallons ‡. In the distillery from melasses Massachusetts bay greatly exceeds

* The above is chiefly taken from a comparative contrast of the restrictions laid by Great Britain on the commerce of the United states, with the system adopted by them in their commercial intercourse with foreign countries, and especially with Great Britain. We must keep in mind, that it was drawn up by Mr. Coxe in order to combat the opinion that indulgences had been granted by Great Britain to the commerce of the United states, before he knew any thing of the treaty of 19th November 1794; and that many points of the contrast may in fairness and propriety be ascribed to the different circumstances of an old established country, and a young rising one.

† Nearly twenty vessels from the harbours of

the United states are employed (1795) in the importation of negroes to Georgia and to the 'West-India isles.' [*Travels by the duke de Rochefoucault Liancourt*, V. ii, p. 292 & *English translation*.] The duke marks the merchants of Rhode island as the conductors of this 'accursed traffick', which they are determined to persevere in till the year 1808, the period fixed by the constitution for the final abolition of it; but they ship only one negro for every ton of the burthen of their vessels, which are moreover small ones.

‡ Apple brandy and peach brandy were made before the revolution; but they could not then be considered as articles for sale.

all the other states taken together.—Manufactures of cordage, from cables down to pack-thread and twine, were well established: as also those of sail-cloth, coarse linen, and other goods made of hemp and flax, both which are cultivated in every one of the states.—Manufactures of almost all the variety of articles made from the skins of animals, tanned, tawed, and made into parchment, and of glue made from the refuse of the skins, have been long, and generally, established.—The variety of articles wanted for the purposes of agriculture, nails * and spikes, anchors, iron work for ship-building and for constructing wheel carriages, many kinds of tools and household utensils, constitute an important and increasing branch of manufactures.—Works in most of the other metals were also in an advancing state. The manufactures of wool and cotton, though upon the whole pretty considerable, were not yet carried on anywhere upon an extensive scale.—Hats, which had been made on a confined scale long before the revolution, were now manufactured in great numbers, and of all qualities.—The manufacture of paper of all kinds was considerable, and increasing; as was also the business of printing books, and that of staining paper for hangings.—The refinement of sugar, which had been long established in Philadelphia and some other towns of British America, needs only to be mentioned, as being still one of the considerable manufactures of the United states.—The construction of all sorts of wheel carriages has also been long established, and is now greatly improved by the acquisition of artificers from Europe, who make the plated work, brass work, and other parts, which were formerly imported.—The very important manufacture of vessels is much improved, and especially in Philadelphia, though the builders of that port have very long had a character for the beauty and velocity of their vessels. The objection that American vessels were soon worn out, being constructed of bad wood, which was formerly very just, is now obviated by the use of mulberry, live-oak, and red cedar, of which materials nine tenths of their vessels in Philadelphia are now built. Such vessels, when their timbers are salted, as they now very generally are, will last thirty years; and they can be delivered, ready to take in the cargo, for eight guineas per tun. The oak vessels of New England may be had for £5 : 8 : 0 sterling per tun; but they are much inferior in many respects, and especially in duration. Almost all the articles requisite for the furniture, tackle, apparel, and arming of vessels, are made in the United states.

The returns of the vessels built in the United states appear to be very incomplete.

In the year ending in March 1790 they measured from 17,000 to 18,000 tons;

1791 they were about	-	32,000
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In the year 1793 the vessels built in Philadelphia measured	-	8,145,
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and they were mostly built of live-oak and red cedar.

* Machinery for cutting nails out of rolled iron has been invented in America by Messieurs Folsom and Brigg.

The fisheries are still almost entirely in the hands of the people of New England, and more particularly those of Massachusetts bay, in which state they constitute a principal part of the employment of all those, who are not engaged in the cultivation of the earth. A great proportion of their salt fish, train oil, spermaceti, and the oil and candles made of it, and whalebone, are consumed in the other states. But their fishery is not so extensive now, as it was before the revolution. Their salt is imported from Great Britain, France, Spain, Portugal, the Cape-de-Verde islands, and the West-Indies, to the amount of above two millions of bushels annually. They have salt springs in several parts of the interior country.

The above are the principal manufactures carried on in the United states, as regular occupations, by people, who devote their whole attention to them, as the business of their lives. But there is another class, which Mr. Coxe calls *domestic manufactures*, conducted by the farmers' families, during the intervals of rural occupation, in almost every part of the country. Linens for shirting, sheeting, the table, &c. sail-cloth, negro clothing, fine and coarse cloths, blankets*, cotton cloths, thread and silk laces, stockings, shoes, and a variety of other articles, are made in these family factories, and all (if we except the silk, and perhaps the thread, for the laces) of native materials, to an extent, of which few people on this side of the water have any conception, the amount of them in the year 1790 having been estimated at above *twenty millions of dollars*: and they have since continued to increase. Besides these articles of clothing, and butter, cheese, cider, bacon, hams, &c. which are the usual manufacture of every farm; staves, hoops, shingles, pot-ashes, pearl-ashes, tar, pitch, turpentine, and rosin, which are all articles produced from the redundant woods on new plantations, may be added to the list of rural manufactures; and nails also are made to a very considerable amount by many of the farmers, and especially by those of New England. Of late years malt liquor and malt spirits have been made on the farms to an amount exceeding all that was made by the professed brewers and distillers. And in several parts of the country the manufacture of maple sugar has lately afforded a new branch of employment, and a new source of wealth, to the industrious families of the farmers†. 'In short, domestic manufactures are great, various, and almost *universal*, in this country.' And the industry of the farmer has free scope, the cultivator of the soil being generally the independent proprietor of it.

The operations of many of those manufactures, whether carried on as separate trades, or as save-all additions to agricultural employments,

* In New Jersey, the population of which is to that of the whole of the United states as one to twenty-one, there are forty-one fulling mills, which must be entirely supported by the domestic manu-

factures, as there is no regular factory of woollen goods in that state.

† Some account of this branch of rural industry has already been given, p. 209.

must be greatly facilitated and extended by the discovery of coal in many parts of the country, which lay unknown, or neglected, while wood continued to be superabundant.

To this brief view of the operations of individuals it may be added, that large sums have been invested by the government and incorporated companies, in opening new and extensive roads into the interior parts of the country, in the construction of canals, and the improvement of the navigation of rivers in South Carolina, North Carolina, Virginia, Maryland, Pennsylvania, New Jersey, and New York. A national bank at Philadelphia, with subordinate offices at Boston, New York, Baltimore, and Charleston, and also two other banks in Philadelphia *, and some others in various parts of the country, have been established upon principles, which the experience of years has now (1800) approved as sound and judicious. The small national debt of the United States has been put in a train of redemption; and a considerable proportion of it is actually redeemed †. Every dollar, and, with very few exceptions, every person in the country, are continually in action. And, what must be a very great encouragement to every kind of industry, they have cheap and comfortable living, their taxes are next to nothing, and they are entirely free from tithes and predominant religious establishments ‡.

The following account shows the quantity of shipping, which entered, and paid tunnage duties, in the ports of the United States in the years ending on the 30th of September

Vessels belonging to					1790	1791	1792
					Tuns.	Tuns.	Tuns.
The United states	-	-	-	-	492,100	504,061	549,279
The United states jointly with foreigners	-	-	-	-	963		407
Great Britain and Ireland	-	-	-	-	230,100	206,209	209,646
France	-	-	-	-	13,801	7,523	24,443
Spain	-	-	-	-	8,772	4,753	3,148
United Netherlands	-	-	-	-	7,228	3,891	3,123
Portugal	-	-	-	-	2,849	5,153	2,843
Germany and Imperial dominions	-	-	-	-	2,749	3,285	5,677
Denmark	-	-	-	-	2,415	1,442	752
Sweden and Russia	-	-	-	-	310	758	943
Prussia	-	-	-	-	394		
Total tuns (of ninety-five feet carpenter's measurement)					761,681	737,075	800,261

* The bank of the United States was established in the year 1791. The stock of it is commonly sold in London and Amsterdam as well as in America, and the dividends are paid by agents in those cities for the convenience of foreign proprietors.

The bank of North America was established in the year 1781, and that of Pennsylvania in 1792.

These three banks are in Philadelphia.

† Mr. Cox states the real marketable value of the remaining debt on the 1st day of January 1794 to be about eleven millions sterling; and the revenue of the United States in the year 1792 at

£832,500 sterling. Those of 1793 and 1794 were greater in consequence of the increasing commerce, agriculture, and prosperity, of the country.

‡ In Connecticut, according to the observations of the duke de Rochefoucault Liancourt [*Travels*, V. ii, p. 331 of *English translation*] presbyterianism still reigned in the year 1795 'in all its rigour, despotism, and intolerance,' notwithstanding the perfect religious liberty established by the law. But manners, and opinions in matters of religion, are much more powerful than laws.

In the year 1791 the tonnage duties upon vessels belonging to the United states	30,824 dollars.
amounted to	
and those upon foreign shipping to	114,523
Total	145,347

Of the shipping of the year 1791 there entered in the ports of	Vessels belonging to the United states,			Vessels belonging to					
	In foreign trade, Tuns.	Coasters, Tuns.	Fishers, Tuns.	Great Britain, Tuns.	France, Tuns.	Spain, Tuns.	United Netherl. Tuns.	Portu- gal, Tuns.	Germany, &c. Tuns.
New Hampshire	10,893	1,560	629	1,386	264			162	
Massachusetts	96,564	46,064	29,560	22,496	405		131	249	851
Rhode-island	19,196	9,103	811	281	88	47	101		
Connecticut	19,729	8,099	913	3,967		60	100		
New York	40,334	5,725	567	25,154	1,503	243	1,050	1,564	
New Jersey	1,213	4,568							
Pennsylvania	50,328	3,923		27,328	967	2,063	252	2,533	444
Delaware	4,610	1,187		1,913			163		
Maryland	33,375	7,836	538	18,216	714	503	1,372	589	960
Virginia	32,041	10,637	73	44,812	2,414	65	180		194
North Carolina	23,963	6,796		13,663	437		73		137
South Carolina	22,498	4,675	25	20,828	339	1,670	195	56	2,680
Georgia	7,063	733		16,165	392	102	244		218

As the coasters do not enter at the custom-houses every trip, but only renew their licences annually, 110,906 tons, the amount of their registered measurement, may be considered as the total tonnage of the coasting vessels existing in the year 1791.

An account of the value, in dollars, of the exports from the United States in the years ending 30th September

	1790	1791 *	1792	1793
Exported to the dominions of				
Great Britain	9,363,416	7,953,418		8,431,239
France	4,698,736	4,298,762		7,050,498
Spain	2,005,907	1,301,287		2,237,950
the United Netherlands	1,963,860	1,634,826		3,169,536
Portugal	1,283,462	1,039,697		997,590
Germany with Austrian Flanders	562,085	426,269		1,805,884
Denmark	224,416	277,273		870,508
Sweden	47,240	21,866		301,427
Russia		3,570		5,769
to the Mediterranean	41,298	31,727		220,688
the West-Indies in general		59,434		399,539
Morocco		3,661		2,094
the coast of Africa and islands	139,984	168,478		251,343
the East-Indies	135,181	318,621		253,131
North-west coast of America	10,392	3,380		1,586
Uncertain		29,275		3,986
Returns not received in time		827,651		
Totals	20,415,997	18,399,202	21,005,568	26,002,788

An account of the value of the exports from each state in the years ending 30th September

	1792	1793
New Hampshire	181,407	198,197
Massachusetts bay	2,889,922	3,676,412
Rhode-island	698,084	616,416
Connecticut	749,925	770,239
New York	2,528,085	2,934,370
New Jersey	23,524	54,176
Pennsylvania	3,820,646	6,958,736
Delaware	133,972	71,242
Maryland	2,550,258	3,687,119
Virginia	3,549,499	2,984,317
North Carolina	503,294	363,307
South Carolina	2,917,979	3,195,874
Georgia	458,973	501,383
Totals *	21,005,568	26,011,788

The following were the principal articles exported in these two years.

	1792	1793
Flour (now the chief article of American trade) barrels	824,464	1,074,639
Tobacco (long the chief article) hogsheads	112,428	59,947
Pot-ashes tuns	4,473	4,359
Pearl-ashes	3,349	1,807
Fish, dried quintals	364,898	372,825
Fish, pickled barrels	48,277	45,440
Whale oil gallons	436,424	512,780
Spermaceti oil	63,383	140,056
Spermaceti candles boxes	3,938	5,874
Wheat bushels	853,790	1,450,575
Indian corn	1,964,973	1,233,761
Indigo pounds	858,996	{ 690,989 casks 462
Tar, pitch, rosin, turpentine barrels	146,909	114,471
Rice tierces	141,762	134,611
Beef barrels	74,338	75,106
Pork	38,098	38,563
Butter firkins	11,761	9,190
American spirits gallons	948,115	665,522
Boards, plank, and scantling feet	58,323,411	65,846,024
Staves and heading number	29,197,309	29,734,854
Shingles	71,637,863	80,813,357
Houses framed	191	311
Horned cattle, horses, and mules	11,308	9,446
Sheep, and hogs	33,444	21,998

* The total of the exports of the year 1793 in this account differs from that in the preceding one, owing, I presume, to a typographical error in some of the numbers, which cannot be corrected on this side of the water.

It was thought that this brief notice of the state of the manufactures and commerce of a great people, who were formerly connected with us as fellow-subjects, and are still connected with us by the ties of kindred, friendship, and commerce, would not be unacceptable. It appears from it, that the affairs of the United States, unencumbered with any distant or detached territories, little exposed to the danger of being engaged in any serious quarrel with the great powers of Europe, and consequently exempted from the burthen of heavy naval and military establishments, are in a very flourishing condition, and in a progressive state of advancing prosperity.

The French had lately introduced three new species of the sugar-cane in Martinique and their other West-India colonies; one from the Island of Bourbon, said to have been brought thither from the coast of Malabar; another from Otaheité; and a third from Batavia. The Bourbon and Otaheité canes are nearly of the same nature: they are much larger than the old West-India cane, some of the joints of them measuring nine inches in length, and six in circumference*. Some of them have weighed seven pounds when trimmed fit for grinding, being above two pounds heavier than the largest picked canes of the old kind. They ripen sooner, being fit for cutting in ten months: and their juice also granulates (or becomes sugar) sooner, and throws up less scum in the boiling, than that of the old canes. They also resist the injuries of excessive dry weather, and the ravages of a destructive insect, called the borer, so much better than the others, that Mr. Pinnel, a considerable planter in the French island of Guadaloupe, obtained no less than three hogheads of sugar from half an acre of the Bourbon cane, which he had planted as an experiment in the year 1792, when his other canes were so much damaged by extraordinary drought and the borer, as to be unfit for making sugar.

The first trial of the new canes in any British colony was made in the year 1793 by a gentleman of Montserrat, to whom Mr. Pinnel gave some of his plants. But the fate of war having now subjected most of the French islands to the dominion of Great Britain, they were this year transplanted to Antigua by Admiral Laforey, a proprietor of some plantations in that island, who estimated the produce of them at 3,500 pounds of sugar from an acre†, in a season, wherein the dry weather and the borer were particularly fatal to the other canes.

After such proofs of their superiority, the new canes, generally un-

* Captain Bligh in his account of his voyage to the South sea [p. 85] says, 'Some very fine sugar-cane was brought to me; each of the pieces was six inches round.' Sir Joseph Banks has some dried specimens of those canes, brought home by Captain Bligh in one of his voyages for the bread-fruit tree.

† They afterwards really turned out much more

productive. In April 1798 two acres and a half of the Bourbon canes in St. Thomas in the Vale, one of the most exhausted parishes in Jamaica, yielded near eight hogheads, of above sixteen hundredweight each, of clear and strong-grained sugar; which gives above 5,700 pounds for the produce of each acre.

der the name of the BOURBON CANES, were soon spread over all the British West-Indies, where they very quickly superseded the old canes, and with such advantage to the proprietors of sugar plantations, whom they have inspired with the most splendid hopes, that the introduction of them will undoubtedly constitute an important æra in the history of the West-Indies*.

The Spanish government did not refuse to admit the British vessels, employed in the whale fishery in the Pacific ocean, into their ports for the purposes of repairing, or taking in wood, water, and refreshments. But the indulgence was clogged with so many restrictions and difficulties, as to be scarcely beneficial: and it was expected that the usual jealousy of the Spaniards would soon cut it off entirely. The merchants in London, concerned in that trade, therefor presented a memorial to the committee of the privy council for trade, setting forth the hardships seamen are liable to in long voyages from the want of land air, fresh food, &c. and requesting, that a proper officer might be appointed to discover the best harbours near the fishing grounds in the Pacific ocean, where their vessels might be refitted, and their seamen refreshed, without begging the favour, or exciting the jealousy, of the Spaniards. Captain Colnett, an officer bred up under the immortal Cook, who had already made some commercial voyages in the Pacific ocean, was appointed for this voyage: and Messieurs Enderby and Sons, the merchants most largely concerned in the Southern fishery, fitted out a ship, in conjunction with Captain Colnett, for the voyage, which was begun in January 1793, and finished in November 1794 †. The islands recommended by Captain Colnett as the most proper places for vessels employed in fishing for whales, especially the spermaceti kind, to stop at for refitting, or procuring wood, water, or refreshments, are the following, viz. Staten island near the southern extremity of America: Mocho island: Lobos island: the cluster called (from the abundance of turtles) the Galapagos, which he supposes to be the general rendezvous of the spermaceti whale for bringing forth their young; and he particularly recommends that called James island, as having water in the greatest plenty: the Island of Cocos, full of coco-nut trees: Socoro: and Quibo, which, however, is rather too near the Spanish shore.

* By the kindness of a worthy friend I am enabled to insert the following extract of a letter from a gentleman of the greatest respectability in the island of Tobago, dated 20th September 1797.

‘ My properties here, since we were restored to the British government, have become very valuable. I have for three years averaged five hundred hogheads of sugar and a large proportion of rum. And the Bourbon canes are so

‘ wonderful, that I expect from six to seven hundred hogheads next year, if I can make them. ‘ This cane passes wonder, and renders the appearance of the old canes unpleasant. I could not, as a planter, have credited, on report, what I have witnessed of it.’

† Captain Colnett published an account of his voyage, written by himself.

The following is the official account of the commerce of Petersburg during this year.

Vessels			By merchants of	Value of exports,	Value of imports,	Custom duties,	Bullion im-
belonging to	arriv- ed.	sail- ed.		Rubles.	Rubles.	Rubles.	ported, Rubles.
Russia	72		Russia	9,625,357 73	14,081,763 59		
Great Britain 535	333		Great Britain	15,034,507 42	5,440,628 76		
Denmark . . .	69	79	Denmark	230,191 1	525,847 15		
Westphalia . .	1		Germany	124,567 82	358,424 28		
Sweden	52	47	Sweden	869 0	1,129 40		
Holland	63	24	Holland	951 0	580,861 90		
Lubeck	25	70	Lubeck	3,953 10	10,809 0		
Prussia	9	67	France	14,000 12	37,462 0		
Italy		11	Italy	5,168 0	6,822 0		
Hamburgh . . .	4	13	Hamburgh		8,382 0		
Rostock	58	13	Switzerland	10 0	2,104 0		
Portugal	5	9	Portugal	264,941 92	255,540 0		
Spain	9	31	Spain	169,658 72	203,590 50		
Dantzik	11		Mecklenburg	41 75	21,533 0		
Bremen	4	7	sundry nations . . .	14,176 28	60,683 29		
Courland	1		captains of vessels .	77,373 47	145,595 85		
Oldenburg . . .	1						
America	43	44	Totals	25,563,767 34	21,741,176 72	2,072,100 85	243,210 0
Ostend		2					
	962	950					

The British merchants in Russia complained of the great hardship of being obliged to pay the whole duties in rixdollars, which, by the valuation fixed upon them at the custom-house, and the expense of procuring them, made the duty exacted from them amount in reality to 70 per cent more than it ought to be by the treaty*.

* The following extract from a paper, written in April 1794 by a gentleman who was then in Petersburg, sets the impolicy of this conduct of the Russian government in the clearest light.

‘ The Russian government have always been deceived in their ideas of trade by looking to persons, and not to things.

‘ All their custom-house statements promote this deception by giving in their reports the amount of goods imported and exported by British, or other, *subjects*, and not *from* Britain, France, or elsewhere, as it ought to be: for British merchants in Russia may trade, and actually do trade, to all the world.

‘ This deception is maintained by the jealousy of the native merchants, who envy foreigners, because they see them live better in general than they can. And thence in all their representations to the ministry they request that the privileges or distinctions of trade may be personal and not national; a distinction long forgotten by wise and enlightened governments, but ever uppermost in the minds of the ignorant.

‘ Even in this, however, they must in the end be defeated: for the mildness of the present go-

vernment and the increasing security of personal property in Russia, as well as the rising consequence of the commercial character in this empire, have very much diminished the repugnance that most foreigners had to inscribing themselves among the Russian burghers, not to use the offensive term of citizens. Very numerous examples of people of all nations evince the truth of this remark.

‘ Had our convention, which is now likely to be strangled in its infancy, not taken place, I believe most of the merchants, to avoid paying half the duty in dollars, would ere now have entered their goods in the name of some Russian partner, or become burghers. Many actually did so; and you may judge of the effect of attempting to make them pay the *whole* in dollars from what happened with the *half*.

‘ This easy mode of naturalization renders all treaties of commerce useless. They were needful in barbarous times, when the security of personal property was very precarious. But now I never would recommend the relinquishment of any national object for the sake of a treaty: and the plainer this is said, the better.

‘ The

The following is an Account of the vessels belonging to the British dominions, with their registered tunnage and usual number of men, on the 30th of September 1794.

	Vessels.	Tuns.	Men.
England	10,957	1,221,579	87,256
Scotland	2,069	151,465	12,603
Ireland	1,166	65,162	6,274
Colonies	2,216	133,479	11,204
Guernsey, Jersey, &c.	187	13,193	1,309
Mann	211	4,880	983
Total	16,806	1,589,758	119,629

There were built and registered in the several ports of the British dominions, in the course of this year,

714 vessels measuring 66,021 tons.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	-	-	£3,491,835	0	0
from the custom-house in Edinburgh	-	-	29,400	0	0
the West-India duty of four and a half per cent	-	-	43,882	7	7
Total net revenue of the customs of Great Britain			£3,565,117	7	7

There were coined at the mint, in the course of this year,
54,765 pounds of gold, value - - - £2,558,894 12 6
and no silver.

‘The Russians think, we must have their products, and cannot exist without them. That we want their goods, is true; but they want much more to sell them, as their present poverty clearly proves. We can afford to buy elsewhere, and can get their products raised at home or in other countries by paying half, or as much more, as we now pay them. Enmity or spite may make people submit even to this. But Russia has no alternative: for if Britain will not buy her products, no other nation in the universe can.

‘Were all the foreign merchants in Russia inscribed as burghers, the gain would be but ideal to the government. They might flatter themselves by seeing a great trade carried on by nominal Russians; and we might lament the loss of our factory. But to the consumer abroad it would be the same thing: provided he gets his goods, it little concerns him who sent them.

‘Till the native Russian merchants become richer and honest, the trade must be carried on by foreign capitals. Now money is advanced to them six to twelve months before-hand to bring in their goods: and those very goods are sold in England, &c. on ten to twelve months credit.

‘The Russians buy all the goods imported on six to twelve months credit.

‘When the fullness of time shall enable them to trade without these credits, then the foreigners will go away of their own accord. In the meantime I would advise them and all governments whatever to leave trade entirely to itself. It will never fail to find out its own true interest in a short time.’

The commercial facts and commercial wisdom, contained in these lines, render any apology for the insertion of them at full length unnecessary.

The official value of the imports and exports of Great Britain during the year 1794 was as follows.

Countries, &c.	Imported into		Exported from				
	ENGLAND.		ENGLAND.		SCOTLAND.		
	British merchandise.	Foreign merchandise.	British merchandise.	Foreign merchandise.	British merchandise.	Foreign merchandise.	Total.
Denmark & Norway	£175,121 1 10	£34,761 10 7	£186,985 4 6	£202,326 16 4	£8,217 5 0	£1,555 12 4	£9,872 17 4
Russia	1,394,140 10 2	395,307 17 0	215,156 0 8	255,324 5 1	25,364 9 1	62 13 4	25,427 2 5
Sweden	248,031 5 2	39,752 16 2	39,674 13 4	58,264 6 7	3,962 10 3	3,372 3 8	7,334 19 11
Poland	171,075 1 0	31,147 1 3	11,591 0 2	64,083 14 3	21 15 0		21 15 0
Prussia	371,633 14 2	38,454 14 6	84,139 17 8	142,246 3 6	524 7 6		524 7 6
Germany	757,361 1 1	38,777 0 5	1,617,591 15 8	4,270,144 6 1	5,887,736 1 9	38,550 17 3	55,489 4 1
Holland	840,747 8 11	172,604 1 2	464,515 12 10	1,089,441 1 3	34,664 1 5	52,295 7 7	86,959 9 0
Flanders	76,820 13 0		186,128 9 5	484,273 4 0	1,449 8 0	32 2 2	1,481 10 2
France	107 1 4		2,680 5 3	31,862 15 3			
Portugal	665,105 14 0		477,243 17 8	74,080 8 11	4,819 7 1	4 8 0	4,823 15 1
Madeira	4,527 12 1		29,348 5 6	4,130 15 5	1,067 16 3		1,067 16 3
Spain	733,159 6 4	15,387 4 2	453,057 6 7	164,926 4 11	16,620 9 2	50 0 0	16,670 9 2
Canaries	11,404 2 4		17,603 13 4	202 13 10	17,866 7 2		
Straits	4,194 17 0		6,660 8 3		6,660 8 3		
Gibraltar	7,103 14 7	142 2 7	75,331 9 3	37,125 5 4	112,456 14 7		1,173 1 0
Italy	650,011 6 9	6,764 2 11	406,784 12 5	182,245 13 0	589,030 5 5	8,207 13 11	8,207 13 11
Venice	44,474 5 11		5,169 17 11	8,152 13 7	13,322 11 6		
Turkey	324,906 9 9		55,690 9 9	62,009 13 11	117,700 3 8		
Ireland	2,503,759 19 2	246,140 8 9	1,156,702 11 9	1,140,194 11 10	2,296,897 3 7	58,964 15 11	183,578 19 7
Mann	18,597 4 11	836 9 7	29,957 17 1	18,414 10 0	48,372 7 1	955 16 11	955 16 11
Guernsey, &c.	86,889 8 7	143 8 5	100,549 9 0	38,049 15 8	138,599 4 8	1,164 15 0	1,164 15 0
Greenland	56,074 17 2	16,706 8 8		127 16 0	127 16 0		
United states	590,847 12 7	34,856 1 1	3,470,631 10 5	267,199 4 11	3,746,830 15 4	109,258 1 11	113,040 16 6
British colonies	233,812 16 6	7,213 17 8	668,511 7 3	199,813 16 3	868,325 3 6	66,984 16 10	35,961 10 10
British	5,028,346 14 3	266,395 12 6	2,779,076 19 1	504,395 9 2	3,283,472 8 3	432,511 14 11	27,446 16 11
Foreign	230,179 16 9	41,723 13 10	42,683 9 4	7,058 3 7	49,741 12 11	3,605 0 3	4,112' 0 0
Asia	4,458,447 15 11		2,832,234 1 4	92,154 17 2	2,924,688 18 6	506 19 9	
New Holland	27 5 6			140 10 10	140 10 10		
Africa	43,068 8 10	14 8 5	423,869 17 2	308,599 3 11	732,469 1 1		
Sierra Leona	5,797 6 7		14,707 7 7	2,646 9 9	17,353 17 4		
Prize goods *	1,103,164 5 5						
Totals	20,844,998 19 7	1,431,017 0 1	15,863,277 10 2	9,799,994 10 4	25,603,272 0 6	862,125 6 0	222,686 2 4

* After the year 1793 the prize goods exported are included in the exports to the respective countries.

Summary.

Imports of { England Scotland	Exports of { England Scotland		Foreign merchandise,*		Total.
	£20,844,998 19 7	£1,431,917 0 1	£15,803,277 10 2	£9,799,994 10 4	£25,603,272 0 6
Totals	£22,276,915 19 8	£16,725,402 16 2	£10,022,680 12 8	£22,686 2 4	£26,748,083 8 10

Outward.

Inward.

British.			Foreign.			British.			Foreign.		
Vessels.	Tons.	Mens.	Vessels.	Tons.	Mens.	Vessels.	Tons.	Mens.	Vessels.	Tons.	Mens.
148	16,904	928	682	113,777	6,535	254	40,478	2,355	270	45,401	2,759
517	131,614	5,836	2	210	14	294	73,278	3,394	6	1,432	72
16	3,633	166	..	..	..	11	2,017	104	..	..	..
73	16,566	747	..	..	..	34	7,171	350	..	..	..
144	22,370	1,166	135	18,035	1,082	97	15,473	810	63	9,803	562
17	3,206	159	11	2,934	146	14	2,694	142	2	620	27
417	92,701	4,246	321	35,710	1,619	194	42,872	2,022	75	11,098	612
53	11,932	533	29	8,235	349	8	1,224	70	14	3,125	180
173	28,838	1,535	55	7,403	391	282	45,629	2,441	61	8,629	455
23	3,094	172	23	3,918	181	29	4,512	245	51	7,401	379
50	8,444	428	53	12,457	504	93	18,233	927	89	17,918	825
1,000	126,444	7,315	606	41,070	2,286	797	106,837	5,892	258	18,802	1,317
36	43,616	3,473	12	2,042	126	294	29,092	2,203	35	4,703	270
2	169	..	7	4,750	249	1	83	5	12	2,426	122
314	38,687	2,276	23	2,930	176	208	26,847	1,718	27	4,625	278
13	949	60	3	220	19	8	556	41	..	..	..
8	2,276	151	1	130	16	16	3,263	202	..	..	..
237	28,853	1,733	36	3,787	270	181	21,609	1,319	48	7,596	934
2	322	16	..	..	..	8	1,367	78	..	..	..
11	1,982	108	..	..	..	35	5,047	304	1	166	7
28	3,321	208	..	..	..	110	13,807	808	3	457	26
3	330	17	..	..	..	1	135	7	..	..	..
27	4,665	267	..	..	..	22	3,942	234	..	..	..
16	1,500	78	..	..	..	4	629	36	..	..	..
6	836	55	..	..	..	..	..	..	..	..	..
1	95	4	..	..	..	..	..	..	..	..	..
13	1,455	96	1	150	12	7	994	56	..	..	..
55	7,716	381	1	200	13	9	2,396	161	..	..	..
4,436	420,613	24,063	46	7,021	386	5,198	441,103	24,435	..	..	..
226	8,460	662	1	80	8	302	11,858	906	..	..	..
336	22,403	1,757	3	583	25	451	25,434	1,938	1	90	5
40	13,405	1,841	..	..	..	47	12,906	1,784	..	..	..
45	9,366	745	..	..	..	37	7,948	680	..	..	..
10	1,924	121	231	50,588	2,380	44	9,672	646	209	64,093	3,306
138	17,128	1,218	..	..	..	260	33,303	2,575	1	176	10
1	210	17	..	..	..	3	823	47	..	..	..
17	4,091	208	..	..	..	3	880	38	..	..	..
694	162,043	10,424	..	..	..	..	..	..	..	..	..
12	2,516	246	..	..	..	672	165,902	11,610	..	..	..
41	34,375	3,989	..	..	..	..	..	..	2	630	32
1	358	22	..	..	..	40	30,452	3,400	..	..	..
18	3,481	326	..	..	..	151	29,034	3,826	1	224	31
6	565	32	..	..	..	3	215	15	..	..	..
..	..	..	..	..	..	1	147	16	..	..	..
..	..	..	..	..	..	1	234	15	..	..	..
0,740,130,527	78,481	2,300	316,230	16,793	10,227	1,247	3,988	78,652	1,323	206,979	12,183

Countries, &c.
from and to.

Denmark & Norway
Russia
Courland
Livonia
Sweden
Poland
Prussia
Dantzik
Germany
Bremen
Hamburgh
Holland
Flanders
France
Portugal
Azores
Madeira
Spain
Canaries
Straits and Gibraltar
Italy
Genoa
Leghorn
Naples
Sicily
Sardinia
Venice
Turkey
Ireland
Manu
Guernsey, &c.
Greenland
Southern fishery
United states
Brit. colonies
Florida
Honduras
British
Foreign
Asia
New Holland
Africa
Barbary
Cape Verde
St. Helena

Inward.

Outward.

British.			Foreign.			British.			Foreign.		
Vessels.	Tons.	Mens.	Vessels.	Tons.	Mens.	Vessels.	Tons.	Mens.	Vessels.	Tons.	Mens.
68	4,614	296	119	10,814	830	72	7,196	435	72	7,196	435
193	20,849	1,247	3	4,200	845	97	10,592	655	97	10,592	655
84	6,443	415	1	70	6	106	9,835	615	106	9,835	615
22	2,236	126	..	..	..	3	373	19	3	373	19
104	15,356	789	5	580	34	31	3,700	212	31	3,700	212
2	358	19	..	..	..	2	147	12	2	147	12
35	3,726	225	..	..	..	68	6,342	410	68	6,342	410
..	..	..	1	122	6	..	..	..	..	..	..
121	11,191	687	..	..	..	61	6,180	414	61	6,180	414
..	..	..	..	..	..	1	100	7	1	100	7
32	3,172	212	..	..	..	16	1,474	105	16	1,474	105
10	1,985	112	..	..	..	13	1,332	85	13	1,332	85
..	..	..	..	..	..	1	220	13	1	220	13
..	..	..	..	..	..	2	177	12	2	177	12
6	998	56	..	..	..	8	1,032	57	8	1,032	57
1,076	62,237	5,197	1	154	10	1,024	61,567	4,990	1,024	61,567	4,990
22	659	60	..	..	..	20	482	49	20	482	49
3	190	15	..	..	..	3	238	15	3	238	15
12	3,193	386	..	..	..	13	3,480	466	13	3,480	466
1	223	13	0	2,035	100	7	1,154	81	7	1,154	81
7	941	62	..	..	..	31	5,421	410	31	5,421	410
3	491	28	..	..	..	2	347	21	2	347	21
57	10,365	635	..	..	..	76	13,457	1,092	76	13,457	1,092
1,850	140,256	10,006	136	17,975	1,831	1,657	134,852	10,087	1,657	134,852	10,087
1,850	140,256	10,006	136	17,975	1,831	1,657	134,852	10,087	1,657	134,852	10,087

1795, January 16th—Towards the later end of the year 1794 an application was made from Holland, in consequence of the rapid progress of the French army, for permission to bring over Dutch property of all kinds to this country, without being obliged to pay the duties immediately on landing. The request was not then complied with. But now the king, by an order in council, authorized the admission of all merchandize and other effects, which any of the inhabitants of the United provinces should import directly from the United provinces into any of the ports of Great Britain, in any vessel whatever, and permitted them to lodge their goods in warehouses approved by the commissioners of the customs under the lock of the proper officers, till provision should be made by law for the re-exportation, or other disposal, of them. By another order (January 21st), the same indulgence was extended to all property of British subjects, or the subjects of any friendly power, on-board vessels sailing from any part of the world to Dutch ports.

In the very time when these friendly measures of accommodation for the Dutch were under the deliberation of the British cabinet, the stadtholder left Holland, and took refuge in this country. And the people of the United provinces immediately manifested a disposition to connect themselves with France rather than Great Britain.

January 20th—The French army, commanded by General Pichegru, entered the city of Amsterdam amidst the acclamations of the inhabitants; and the other cities of the United provinces immediately followed the example of the metropolis of Holland. Thus were the United provinces, containing prodigious deposits of merchandize and stores of every kind, transferred from the alliance of Great Britain to that of France. And their alliance was soon after cemented by a treaty, whereby the port of Flushing was declared to be equally open to the vessels of both republics; and the navigation of the Scheldt (the old bone of contention with the emperor) and that of the Hondt, were likewise laid equally open to them both (May 15th).

As soon as the defection of the Dutch was known here, orders were issued for seizing all Dutch vessels in every British port, in consequence of which two ships of war of 64 guns each, one frigate, and two sloops of war, six homeward-bound and three outward-bound East-India ships, and about sixty other vessels, were secured in the one port of Plymouth. And soon after (February 9th) the British ships of war and privateers were authorized to take all Dutch vessels, and also all neutral vessels loaded with military stores bound to Dutch ports*.

February 13th—It was found necessary, though the average prices of some kinds of corn in Scotland were not such as, according to the laws in force, could authorize the king to stop the exportation, and permit

* Letters of marque and reprisal against the Dutch were not formally issued till the 15th of September 1795.

the importation, of them, that he should be authorized to prohibit generally the exportation of British and foreign corn and other articles, mentioned in the acts 31 Geo. III, c. 30, and 33 Geo. III, c. 65, from England or Scotland, whatever the general average price might be; and also to permit generally the importation of them into any part of England or Scotland, either in British vessels or in vessels belonging to any friendly state, whatever the average price might be; and, moreover, to permit foreign corn remaining onboard vessels, or warehoused for payment of the duty, to be delivered out free from duty for home consumption till six weeks after the commencement of the next session of parliament; the proprietors of foreign corn, meal, or flour, warehoused agreeable to the act 31 Geo. III, c. 30, having still the liberty to export it, if they should think proper.—The king was still authorized to permit the exportation of the several quantities of corn, flour, and bread, for the use of the foreign dependencies of Great Britain, particularized in the above two acts; and also to permit the coasting carriage of corn.—Full liberty was also given to all persons whatever to import from any place beans called kidney beans or French beans, tares, lentils, calivancies, and all other sorts of pulse; and also bulls, cows, oxen, calves, sheep, lambs, and swine; beef, pork, mutton, veal, and lamb, whether salted or otherways preserved; bacon, hams, tongues, butter, cheese, potatoes, rice, sago, sago powder, tapioca, vermicelli, millet seed, poultry, eggs, game, and four-crust, either in British vessels, or in vessels belonging to any friendly state, without payment of any duty, till six weeks after the commencement of the next session of parliament. Nevertheless the king was empowered to prohibit, or to permit, from time to time, the importation of the above articles, as might be thought expedient. [35 Geo. III, c. 4]

In the East-India budget of this year the gross revenues of Bengal, Madras, and Bombay, for the season 1793-4 were stated at	£8,294,399
Charges, including £66,358 for supplies to Bencoolen	6,181,504
Net revenues	2,112,895
from which deducting interest on debts	458,043
the surplus revenues were	1,654,852
Import, sales, and certificates	475,694
made up the sum of	2,130,546
which was applicable to investments, payments of commercial debts, charges, &c. (exclusive of £20,000 gained by issuing notes).	
At home the sales of the company's goods amounted to	5,521,858
and of those in private trade to	1,052,462
Total of the East-India company's sales	6,575,320
being greater than in any former year, owing partly to the check given to the sales of 1793 by the commercial distresses of the country.	
The debts paid off by the company in 1793 amounted to	1,008,637
and those in 1794 to	933,095
Total (being £941,732 more than is required by the act of parliament)	1,041,732
The company's effects at home and afloat on the 1 st of March 1795 were valued at	10,413,354
and their affairs were stated to be improved since the 1 st of March 1794 to the amount of	1,412,240

As the duty on tea continued unaltered after the commutation act was passed till this session, the present appears to be the proper place

for introducing a retrospect of the trade in tea, whence it will be seen, how far the commerce of the British East-India company and that of the other countries of Europe with China were affected by that act, and also, the progressive increase of the sum raised by the reduced duty.

*An account of the quantities of tea delivered out of the East-India company's warehouses for home consumption **,

in the year ending 5 th July 1762	-	-	4,236,408 pounds.
1763	-	-	4,529,432
1764	-	-	4,719,473
1765	-	-	4,636,940
1766	-	-	4,606,513

An account of the quantities of tea, entered for home consumption and exportation, in the under-mentioned years.

	for home consumption, pounds.	for exportation, pounds.		for home consumption, pounds.	for exportation, pounds.
1767	3,762,820	621,583	1776	5,061,548	814,393
1768	6,862,075	1,857,106	1777	4,099,600	1,278,475
1769	6,965,899	1,462,838	1778	4,642,086	1,368,249
1770	7,149,245	850,883	1779	5,285,054	1,276,064
1771	5,912,245	1,232,217	1780	5,152,399	1,970,963
1772	7,838,341	1,149,181	1781	4,915,472	1,444,920
1773	4,302,593	2,005,575	1782	4,691,060	2,116,810
1774	6,178,664	1,144,150	1783	5,282,209	2,770,267
1775	5,538,587	749,845	1784	4,962,126	1,539,784

An account of the quantities of tea delivered out of the East-India company's warehouses, together with the amount of the sale prices of the whole,

In the years ending 5 th July.	For home consumption, pounds.	In the years ending 1 st September.	Total quantities sold, pounds.	Amount of the sales.
1785	10,856,578	1785	16,307,433	£2,505,368
1786	13,733,626	1786	15,093,952	2,195,696
1787	14,655,926	1787	16,962,426	2,585,803
1788	14,588,615	1788	15,959,339	2,401,839
1789	14,458,257	1789	16,003,784	2,544,885
1790	15,035,722	1790	15,856,160	2,401,010
1791	15,314,907	1791	16,989,748	2,619,379
1792	15,712,693	1792	17,294,205	2,642,875
1793	16,485,176	1793	18,586,043	2,714,694
1794	16,642,158	1794	17,603,284	2,714,017

An account of the quantity of tea imported from China to Europe in British and foreign European ships,

		British, Ships. pounds.		Foreign, Ships. pounds.	Total pounds.
in the season ending March 1772	20	12,712,283	8	9,407,564	22,119,847
1773	13	8,733,176	11	13,652,738	22,385,914
1774	8	3,762,594	12	13,838,267	17,600,861
1775	4	2,095,424	15	15,652,934	17,748,358
1776	5	3,334,416	12	12,841,596	16,176,012
1777	8	5,549,087	13	16,112,000	21,661,087
1778	9	6,199,283	15	13,302,665	19,501,948
1779	7	4,311,358	11	11,302,266	15,613,624
1780	5	4,061,830	10	12,673,781	16,735,611

* These quantities are taken from the account made up in the excise office by order of the house of commons, containing the amount of the inland duty of one shilling per pound, which was taken off certain kinds of tea in the year 1767.

An account of the quantities of tea imported from China by the ships of each nation situated to the westward of the Cape of Good Hope, in the years ending in March

	1776		1777		1778		1779		1780	
	Sh.	pounds.	Sh.	pounds.	Sh.	pounds.	Sh.	pounds.	Sh.	pounds.
Swedish *	2	2,562,500	2	3,049,100	2	2,851,200	2	3,258,000	2	2,626,400
Danish	2	2,833,700	2	2,487,300	2	2,093,300	1	1,388,400	3	3,983,600
Dutch	5	4,923,700	4	4,856,500	4	4,695,700	4	4,553,100	4	4,087,800
French	3	2,521,600	5	5,719,100	7	3,657,500	4	2,102,800		
Imperial									1	1,375,900
Total foreign . .	12	12,841,500	13	16,112,000	15	13,302,700	11	11,302,300	10	12,673,700
British †	5	3,402,415	8	5,673,434	9	6,392,788	7	4,372,021	none	
Total	17	16,243,915	21	21,785,434	24	19,695,488	18	15,674,321	10	12,673,700
		1781		1782		1783		1784		1785
Swedish	3	4,108,900	2	3,267,300	3	4,265,600	3	4,878,900		
Danish	2	2,341,400	3	4,118,500	4	5,477,200	3	3,204,000	4	3,158,000
Dutch	4	4,957,600							4	5,334,000
French							8	4,231,200	4	4,960,000
Imperial, &c. . .	1	317,700					5	3,428,400		
Tuscan					1	933,300				
Portuguese . . .					8	3,954,100			4	3,199,000
Prussian							2	3,329,800		
	10	11,725,600	5	7,385,800	16	14,630,200	21	19,072,300	16	16,651,000
British	17	11,592,819	9	6,857,734	6	4,138,295	13	9,916,760	14	10,583,628
Total European .	27	23,318,419	14	14,243,531	22	18,768,495	34	28,989,060	30	27,234,628
American									2	880,100
Total									32	28,114,728
		1786		1787 ‡		1788		1789		1790
Swedish	4	6,212,400	1	1,747,700	2	2,890,900	2	2,589,000		
Danish	3	4,578,100	2	2,032,000	2	2,664,000	2	2,496,800	1	1,773,000
Dutch	4	4,458,800	5	5,943,200	5	5,794,900	4	4,179,600	5	5,106,900
French	1	466,600	1	382,260	3	1,728,900	1	292,100	1	294,300
Prussian					1	499,300				
Spanish							2	318,400		
	12	15,715,900	9	10,165,160	13	13,578,000	11	9,875,900	7	7,174,200
British	18	13,480,691	27	20,610,919	29	22,096,703	27	20,141,745	21	17,991,032
Total European .	30	29,196,591	36	30,776,079	42	35,674,703	38	30,017,645	28	25,165,232
American	1	695,000	5	1,181,860	2	750,900	4	1,188,800	14	3,093,200
Total	31	29,891,591	41	31,957,939	44	36,425,603	42	31,206,445	42	28,258,432
		1791		1792		1793		1794		1795
Swedish			1	1,591,330	1	1,559,730	1	756,130		
Danish	1	520,700			1	852,670			1	24,670
Dutch	3	1,328,500	2	2,051,330	3	2,938,530	2	2,417,200	4	4,096,800
French	2	442,100	4	784,000	2	1,540,670				
Tuscan					1	393,870				
Prussian	3	743,100	1	5,070						
Spanish			1		3	400			1	
Genoese	1	260			2	578,930	2	289,470	1	17,460
	10	3,034,660	9	4,431,730	13	7,804,800	5	3,462,800	7	4,138,930
British	25	22,369,620	11	13,185,467	16	16,005,414	18	20,728,705	21	23,733,810
Total European .	35	25,404,280	20	17,517,197	29	23,870,214	23	24,191,505	28	27,872,740
American			3	1,863,200	6	1,538,400	7	1,974,130	7	1,438,270
Total			23	19,480,397	35	25,408,614	30	26,165,635	35	29,311,010

* The Swedish India ships pay a tax of 12,500 rix-dollars each to government; and for that reason they are all very large.

† In this account the tea imported in the British private trade is included.

‡ The effect of the commutation tax upon the Swedish and Danish imports of tea becomes conspicuous in this and the subsequent years.

Amount of the duties paid upon tea, in the under-mentioned years.

Before the commutation tax.

Years ending 1st March

1777	£639,063
1778	671,550
1779	667,535
1780	778,953
1781	815,177
1782	794,990
1783	836,201
1784	788,768
Sale in March 1784	96,251

After the commencement of the
commutation tax*.Years ending 1st September

1785	£324,730
1786	285,460
1787	336,090
1788	312,370
1789	330,950
1790	312,140
1791	340,520
1792	344,050
1793	353,223
1794	352,800

March 5th—In order to raise a number of men for the navy without pressing, the several counties, or shires, in England and Wales were required to furnish quotas of men in proportion to the number of inhabited houses paying duty, viz.

Bedford	67	Nottingham	161
Berks	108	Town of Nottingham }	127
Buckingham	117	Oxford	23
Cambridge	126	Rutland	176
Chester	246	Salop	351
City of Chester † }	194	Somerset	236
Cornwall	184	Southampton }	245
Cumberland	194	Town of Southampton }	263
Derby	393	Stafford	323
Devon	142	City of Lichfield }	172
City of Exeter }	173	Suffolk	193
Dorset	244	Surrey	69
Town of Pool }	201	Sussex	120
Durham	102	Cinque ports in Sussex }	175
Essex	114	Warwick }	609
Gloucester	45	City of Coventry }	297
City of Gloucester }	440	Westmoreland	34
City of Bristol }	589	Worcester }	41
Hereford	183	City of Worcester }	36
Hartford	191	Wilts	67
Huntingdon	58	{ East riding }	36
Kent	198	Town of Hull }	73
City of Canterbury }	451	York { West riding	38
Cinque ports in Kent }	260	{ North riding }	43
Lancaster	137	City of York }	69
Leicester	176	Anglesey	26
Lindsey }	315,000	Brecknock	
City of Lincoln }	315,000	Cardigan	
Kesteven	315,000	Carmarthen }	
Holland	315,000	Town of Carmarthen }	
London	315,000	Carnarvon	
Middlesex, Tower, and hamlets	315,000	Denbigh	
Monmouth	315,000	Flint	
Norfolk	315,000	Glamorgan	
City of Norwich }	315,000	Merioneth	
Northampton	315,000	Montgomery	
Northumberland	315,000	Pembroke }	
Town of Newcastle }	315,000	Town of Haverfordwest }	
Town of Berwick }	315,000	Radnor	

[35 Geo. III, c. 5.]

* In comparing the duty paid in each year of this period, the new window tax, estimated at £600,000 a-year, ought to be added to the amount of the duty paid upon the tea.

† The cities and towns particularly named are counties within themselves. The Cinque ports also have many privileges peculiar to themselves.

April 28th—The several counties, or shires, and cities and towns, in Scotland were also required to furnish quotas of men for the navy in proportion to the valued rent, viz.

Aberdeen	141	165	Haddington	55	43
City of Aberdeen	22		Haddington	4	
Kintore	1		Dunbar	3	
Inverury	1		North Berwick	1	
Ayr	60	85	Inverness	74	85
Burgh of Ayr	5		Inverness	11	
Irvin	2		Kinross		6
Kilmarnock	18		Kincardin	32	33
Argyle	90	94	Inverbervy	1	
Inverary	2		Kirkcudbright	27	30
Campbelltown	2		Kirkcudbright	3	
Bute	8	10	Lanark	55	116
Rothsay	2		City of Glasgow	57	
Berwick	33	35	Hamilton	2	
Lauder	2		Lanark	1	
Bamff	47	55	Rutherglen	1	23
Bamff	7		Linlithgow	18	
Cullen	1		Linlithgow	4	
Catness	23		Queensferry	1	
Wick	2	31	Nairn	6	8
Thurso	6		Nairn	2	
Cromarty	8	9	Orkney { Orkney 34 }	37	55
Clackmannan	9			3	
Dunfries	41	56	Shetland	18	13
Annan	2		Peebles	10	
Dunfries	11		Peebles	3	
Lochmaben	1		Perth	152	171
Sanquhar	1	20	Perth	18	
Dunbarton	16		Culross	1	
Dunbarton	4	130	Renfrew	20	46
Edinburgh	60		Renfrew	1	
City of Edinburgh, Leith, and suburbs	60		Pasley and three adjacent villages	20	
Dalkeith	5		Port-Glasgow	1	4
Musselburgh	5	44	Greenock	4	
Elgin	38		Ross	56	61
Elgin	4		Taine	2	
Forres	2		Dingwall	2	
Fife	88		Fortrose	1	50
Cupar	4	118	Roxburgh	43	
Dunfermline	7		Kelso	5	
Inverkiething	1		Jedburgh	2	
Brechin	2	6	Selkirk	4	23
Kinghorn	1		Selkirk	2	
Kirkcaldy	4		Stirling	18	30
Dysart	2		Stirling	5	
Anstruther Easter	1	98	Sutherland	29	57
Anstruther Wester	1		Dornoch	1	
Craig	1		Wigton	49	
Kilrenny	1		Wigton	2	
Pittendree	1	99	Whitehern	1	1
City of St. Andrews	4		New Galloway	1	
Forfar	64		Stranraer	4	3
Brechin	3				
Dundee	22				
Forfar	3				
Montrose	3				
Arbroath	3				

March 5th—An embargo being laid on all British shipping in all the ports of Great Britain, another requisition was made from the owners of all vessels, excepting those belonging to the king and the royal family, and craft used only in rivers and canals, to furnish able-bodied men for the navy, one able seaman being accepted as equivalent to two able-bodied men, in the following proportions from each port.

ENGLAND	and	WALES	SCOTLAND.
Aberystwith 69	Looe 16	Aberdeen 219	
Aldburgh 19	Liverpool 1,711	Ayr 33	
Arundel 33	Lyme 23	Alloa 95	
Barnstaple 74	Lynne 193	Anstruther 53	
Beaumaris 196	Maldon 94	Borowstownness 155	
Berwick 43	Milford 70	Campbelltown 125	
Biddeford 48	Minehead 18	Dunfries 17	
Blakeney 26	Newcastle 1,240	Dunbar 38	
Boston 60	Newhaven 17	Dundee 139	
Bridgewater 26	Padstow 19	Fort William 11	
Bridlington 50	Penrhyn 11	Glasgow with Greenock } and Port-Glasgow . . } 683	
Bristol 666	Penzance 35	Inverness 40	
Cardigan 139	Plymouth 96	Irvin 131	
Cardiff 14	Pool 279	Isle Martin 6	
Carlisle 10	Portsmouth 75	Kirkcaldy 136	
Chepstow 38	Poultton and Preston 17	Kirkcadrigh 19	
Chester 25	Rochester 134	Kirkwall 31	
Chichester 56	Rye 90	Leith 206	
Colchester 84	Saint Ives 31	Lerwick 6	
Cowes 59	Sandwich 74	Montrose 107	
Dartmouth 394	Scarburgh 275	Oban 20	
Deal 10	Scilly 3	Perth 32	
Dover 241	Shoreham 28	Portpatrick 9	
Exeter 186	Southampton 133	Prestonpans 3	
Falmouth 21	Stockton 73	Rothsay 163	
Faversham 147	Sunderland 669	Stornoway 52	
Fowey 70	Southwold 21	Stranrawer 25	
Gloucester 28	Swansea 85	Thurso 12	
Gweek 7	Truro 11	Tobirmory 5	
Harwich 144	Wells 50	Wigton 25	
Hull 731	Weymouth 139		
Ilfracombe 49	Whitehaven 700		
Ipswich 58	Whitby 573		
Lancaster 163	Wisbeach 19		
Lanelly 32	Woodbridge 18		
London 5,704	Yarmouth 506		

[c. 9] *.

In order to connect the whole of the acts of this session for levying men to serve in the navy, I here introduce the act, whereby

April 28th—The justices of the peace and magistrates of cities and towns were authorized and required to send onboard the navy all able-bodied idle and disorderly persons, exercising no lawful employment, and not having ‘some substance sufficient for their support and maintenance’†,

* These three acts give a pretty good comparative view of the population of each shire, and of the shipping trade of each port, in the kingdom: and the extracts here given from them render it unnecessary to take any notice of three similar acts in the end of the year 1796.

† The present ruinous, and rapidly-progressive, depreciation of money must soon reduce many gentlemen of small fortunes, who lately had ‘some substance sufficient for their support and maintenance,’ to this description of men qualified for the service of the navy—and their wives and children

all offenders coming under the description of rogues and vagabonds, smugglers, and embezzlers of naval stores, between the ages of sixteen * and sixty, unless they be entitled to vote for the election of members of parliament. [c. 34]

March 16th—Additional excise duties of £30 per tun were imposed on French wines, £20 per tun on all other foreign wines, and 11/7½ per barrel on wines made in Great Britain of fruit, sugar, &c. [c. 10]

Additional excise duties at various rates were also imposed upon spirits distilled in England. And the distillers were prohibited till six weeks after the commencement of the next session of parliament from using wheat in distillation. [c. 11]

Additional excise duties of 8d per gallon were imposed on British plantation rum, and 10d per gallon on brandy or other foreign spirits; both to be doubled, when the liquors are above proof. [c. 12]

Additional excise duties of *seven and a half per cent*, computed on the prices at the East-India company's sales, were imposed upon tea; also 6½d per pound on cacao nuts of the British colonies, and 1/8 on those of foreign colonies; and 6½d per pound on coffee. [c. 13]

The operation of these four acts for new duties commenced on the 23^d of February (three weeks before they were enacted) the duties being levied on the stock, which the dealers had on hand on that day, with an exemption in the case of wine, when the quantity was under 252 gallons.

The sum of £18,000,000 was raised by a loan, the subscribers to which received £100 in the three-per-cent consolidated fund, £33 : 6 : 8 in the four-per-cent fund, and a terminable annuity of 9/6 † for 65¼ years, for every £100 paid in by them. [c. 14, 128.] The capital of the debt thus created amounted to £18,000,000 in the three-per-cents, £6,000,000 in the four-per-cents, and an annual charge of £85,500, payable till January 1860.

Vessels employed in importing Dutch merchandize and other property, in virtue of the orders in council of 16th and 21st January, were exempted from seizure, to which they might be liable by the strict letter of the law for the suppression of smuggling. [c. 15]

March 27th—A variety of new duties were imposed on the importation of raisins, lemons, oranges, salad oil, silk, mahogany, fir and beech timber, masts, &c. New duties were also laid on the exportation of British rock-salt and coals. [c. 20]

ren to the description of paupers, objects of the extorted charity of the parish—if funds can be found to enable the parish to support those who used to support the parish.

* If all worthless idlers could really be taken away, it would be a vast relief to the industrious classes of the community. With respect to destitute boys *under* sixteen, who are unwilling to work, or unable to find employment, would it not

be a charity, rather than a hardship, to carry them onboard the navy, and save them from the gallows?

† The terminable annuity was only 8/6 by the act, c. 14, and was augmented by another act, c. 128 of the same session, in consideration of the hardship brought upon the subscribers to this loan by the superintention of another, called the *Imperial loan* in the same year.

April 28th—The laws for the prevention of smuggling being still found insufficient; the penalty of forfeiture, denounced by the act, c. 50 of last session against clinker-built cutters, luggers, &c. was now extended to every cutter, lugger, shalop, wherry, smack, or yawl, of whatever built, found within the forbidden limits.—The commissioners of the excise in Scotland were vested with a power to reward their officers for making seizures of vessels or boats, which had been omitted when the law conferring such power on the other commissioners of the revenue in England and Scotland was enacted. [c. 31]

The navy and victualing bills made out before 30th September 1793, together with the interest due upon them till 10th March 1795, were funded, the holders of them receiving £108 in the five-per-cent fund for every £100. [c. 32] The amount of the capital thus created was £1,609,897 : 17 : 1.

The sum of £758,541 : 13 : 4 was raised by a lottery, on which there was a profit to the public of £258,541 : 13 : 4. [c. 36]

The following acts of parliament were continued for limited times, viz.

The act for granting bounties on certain species of British and Irish linens exported, and taking off the duties on the importation of foreign linen yarn, continued till 24th June 1796.

The act for the free importation of tallow, hog's lard, and grease, continued till 25th March 1799.

The act prohibiting the importation of foreign-wrought silks and velvets, continued till 14th June, 1802.

The act, prohibiting the exportation of tools and utensils used in the iron and steel manufactures, was made perpetual. [c. 38]

The proprietors of the Grand-junction canal were empowered to annex to it a navigable cut, extending to Paddington in the neighbourhood of London. [c. 43]

May 5th—It being thought expedient to lay further restrictions upon the privilege of franking letters, it was enacted that no free letter to or from any member of either house of parliament should exceed one ounce in weight; that no letter directed by a member should be exempted from postage, unless he be within twenty miles of the post-office, which it is put into, on the day marked on it, or the preceding day; that no member should send more than *ten*, or receive more than *fifteen*, letters, free from postage on any one day.—The several persons, authorized to send and receive letters free from postage in virtue of their offices, had their privilege continued as before.—Printed votes and proceedings of parliament, and newspapers, were still allowed to be sent in open covers, signed by, or directed to, members of parliament, at the places whereof they give notice at the post-office.—The non-commissioned officers, seamen, and private soldiers, actually on service in the navy, army, militia, fencibles, artillery, and marines, may send single

letters, if signed on the back by their commanding officers, to any place on paying one penny ; and they may also receive their letters from any place on paying the same low postage.—Covers, open at the sides, and containing patterns of cloths, silks, stuffs, &c, and containing no writing but the address of the sender and the prices of the goods, are allowed to go for single postage. [c. 53]

‘ Whereas it is expedient that the fisheries of this kingdom should ‘ receive every reasonable encouragement from time to time, they may ‘ be found to require, and which it is in the power of parliament to ‘ bestow,’ the curers of fish are empowered to import foreign salt on paying the custom duty, or to receive British salt from the salt works or pits free from duty, and to carry either of them coastways, for the purpose of curing mackerel, or any cod, ling, hake, or salmon, taken in the mackerel fishery, in as ample a manner as the curers of herrings or pilchards for home consumption are enabled to do by the acts in force. They are also entitled to a bounty of 2/8 on every barrel, of 32 gallons, of white mackerel, twice packed and completely cured, exported to any foreign country, except those bordering on the Mediterranean sea, and to a bounty of 1/ for every such barrel landed from the boats or vessels. Such mackerel, cod, ling, &c, may also be carried coastways to and from any part of Great Britain. [c. 54]

The act of 26 Geo. III, c. 81 for the encouragement of the British fisheries, and the act 27 Geo. III, c. 10, for extending the provisions of that act, were renewed, and continued in force till the 1st of June 1797.—The time for the busses clearing out, was extended to the 20th of November, instead of the 1st of October.—A bounty of one shilling, in addition to the former bounty of one shilling, per barrel, was allowed on all herrings landed from any boat or vessel not entitled to the tunnage bounty, which are properly salted and cured.—Herrings, sprinkled with salt at landing, may be carried in bulk coastways to the residence of the curers during the fishing season, as may also the cod, ling, hake, and salmon, taken in the herring fishery, on complying with the regulations respecting salt, and the coquet accompanying the fish expressing that no bounty has been paid upon them.—The rigorous part of the act of the Scottish parliament in the reign of Queen Anne, which directed magistrates to seize barrels containing any ungutted herrings, and to fine the proprietors, was repealed.—Instruments of arrestment in the hands of the commissioners of the customs in Scotland, or their receiver-general, for attaching bounties due to owners of fishing vessels, must specify for which vessel the arrestment is intended.—Such inhabitants of the United provinces as have been employed in catching herrings, cod, ling, haddock, turbot, &c, or in the whale fishery at Greenland or Davis’s straits, or in building vessels, cutting whale-bone, making nets or barrels, or in preparing salt for the fisheries, as chuse to reside and carry on their business in this kingdom, are permitted, on taking the

oath of allegiance to his Majesty, to enter their fish, or the produce thereof, free from duty; and they are also entitled to the same bounties on the exportation of their fish, &c. which are allowed to British subjects. Such persons may also be masters or seamen onboard any British vessel employed in the fisheries. Vessels owned by such persons, wholly, or in conjunction with British partners, may be registered by order of the king and council, and be admitted to all the privileges and bounties allowed to British vessels employed in the fisheries, or in carrying the produce of them to any port in Europe. They may also bring their vessels, nets, and other fishing tackle, their household furniture, clothes, &c. into the kingdom, free from any payment of duty, and they may become proprietors of landed estates not exceeding 100 acres *. [c. 56]

The stamp duties on receipts were increased: and every discharge *in full*, for whatever sum, was subjected to a stamp duty of 2s, being the price of a stamp for a receipt for £500 or more. [c. 55]

It being thought expedient to ascertain the quantity of vessels and numbers of men employed in the inland navigation, all such vessels, of the burthen of thirteen tuns or more, were required to be registered by the clerk of the peace, town clerk, shirref-depute, or steward clerk, the register describing the kind of vessel, her burthen, and the number and employments of the men. All vessels for inland navigation must also have their number of tuns, and owner's names, painted in letters of four inches high upon their sterns. Vessels belonging to the royal family, and pleasure boats, are not subjected to the regulations of this act. [c. 58.]

A variety of additional duties were imposed upon the different branches of the distillery in Scotland. And new restrictions were laid upon the transportation of spirits from the Highlands to the Lowlands of Scotland, and between England and Scotland. [c. 59.]

May 19th—The former duties upon policies of sea insurances were discontinued: and the following stamp duties were imposed upon policies for sea insurances on vessels or goods, viz. if the premium be above $\frac{1}{2}$ per cent, 2/6 on every £100, or part of £100, and if not exceeding $\frac{1}{2}$ per cent, 1/3.—The commissioners of stamps are directed to provide printed policies ready stamped, and to establish an office, or offices, near the Royal Exchange, where they may be sold.—Policies on outward-bound vessels may be cancelled in ten days after their departure from port.—When insurance happens to be made upon goods onboard a homeward-bound vessel to a larger amount than the interest really turns out, so that the excess of the stamp duty be at least 12/6, the commissioners, on proof that the underwriters have returned the premium, shall also return the stamp duty for the sum insured beyond the value of the merchandize, if claimed within a month after landing the goods.—No policies

* Though the encouragements of this act were held out to the Dutch fishermen who were prisoners of war in this country, very few of them could be prevailed on to encounter the hardships of the

salt laws, and the want of communication which separates the best fishing stations from the more cultivated parts of the country,

of insurance upon vessels for time are allowed to be made for more than a year. [c. 63]

The government of Ireland having made loans in the years 1794 and 1795, with an option for the subscribers to receive their dividends, or transfer their stock, in London, and the bank of England having agreed to undertake the management of the payments and transfers of such part of them as was determined to be payable in London, the agreement was sanctioned by parliament. [c. 66]

May 22^d—The duties payable for effects brought into this kingdom from the United provinces, in virtue of the orders of the king in council in January and the subsequent act of parliament, were regulated as follows, viz. for naval and military stores, timber, iron, and other materials for manufactures, the lowest custom duty now payable on such goods; for tobacco, the duties payable upon tobacco imported directly from British America or the United states, with a further custom duty of sixpence per pound on all manufactured tobacco, and such duties on snuff for home consumption as are paid on other snuff legally imported; for sugar, coffee, and cacao nuts, the duties payable on foreign sugar, &c; for wines and spirits, the duties payable on other wines and spirits legally imported. The produce and manufactures of countries within the limits of the East-India company were directed to pay the same duties, and have the same drawbacks with similar goods imported by the East-India company.—Wearing apparel, watches, plate, trinkets, pictures, prints, drawings, china ware, earthen ware, glass, books, and household furniture (excepting new linen) being the property of persons intending to reside in this kingdom, are exempted from paying any duties.—Tobacco so imported must not be re-exported in packages of less than 450 pounds; and spirits not in casks of less than 100 gallons, nor in vessels smaller than 100 tuns.—Dutch vessels, whether remaining the property of the original owners, or purchased by British subjects, and also Dutch vessels detained in, or brought into, the ports of this kingdom, may be registered on paying $5\frac{1}{2}$ per cent on their value, and may be employed in the European trade only.—Goods and effects, brought from the United provinces for security to this kingdom, may be delivered out of the warehouses, and those carried to Hamburgh, or any other port of Germany or the Baltic sea, may be imported, any time before the 22^d of November 1795, on paying in either case the proper duties.—The king may appoint commissioners to take charge of the Dutch vessels and their cargoes, or other vessels having Dutch property on-board, detained in, or brought into, the ports of this kingdom, and to sell them, or do with them whatever is proper and lawful.—All produce or manufactures of the countries within the limits of the East-India company, whether imported into, or detained in, the ports of this kingdom, must be brought to London, and lodged in the East-India com-

pany's warehouses, and sold, at the desire of the proprietors, or of the commissioners, under the orders of the directors of the company, for home consumption, or for exportation, agreeable to the laws respecting the same kinds of goods imported by the company. The company are entitled to an allowance of five per cent on the amount of the sales for charges of landing, carting, warehouses, &c. and also to such further allowance as can be mutually agreed upon, as a compensation for the damage sustained by them in consequence of such goods being consumed in his Majesty's European dominions. But they must not allow any damaged or bad tea to be sold, unless for exportation to foreign countries. The company may purchase at such sales whatever goods they think proper for their own account. [c. 80]

June 22^d—The bounties for the encouragement of fitting out vessels for the Southern whale fishery, allowed to a limited number of vessels, were altered as follows, viz.

To each of the five vessels, of those cleared out between the 1 st of January and the 31 st of December, proceeding to the southward of the equinoctial line, and returning into port before the 31 st of December in the ensuing year, which have the greatest quantities of pure oil or head-matter	} £300
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To each of the five, having the next greatest quantities	200
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To each of the five, having the next greatest quantities	100
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To each of the five vessels, sailing in the time before-mentioned, proceeding beyond the thirty-sixth degree of south latitude, and, after having been fourteen months out, returning before the 31 st of December of the second year after clearing out, having the greatest quantities	} 400
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Competitors for the above premiums must have at least twenty tuns of pure oil and head-matter.

To the one vessel, sailing in the time before-mentioned, proceeding to the Pacific ocean, continuing four months there upon the fishery, and, after being sixteen months out, returning before the 31 st of December in the second year after clearing out, having the greatest quantity of pure oil and head-matter	} 600
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To each of the seven vessels, acting as the one last-mentioned, and having the next greatest quantities.	} 500
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The vessels fishing in the Pacific ocean must have at least thirty tuns of pure oil and head-matter to be entitled to the premiums. The whole must be the produce of whales or other marine animals, caught by the crews of the ships applying for the premiums: none must be received onboard from other vessels. The regulations respecting the seamen and apprentices, the log-book, &c. are the same as in the act 26 Geo. III, c. 50; and the extent of their cruise in the Indian or Pacific ocean, the licences from the East-India company and South-sea company, the security against clandestine trading, and the liberty of arming for defence, remain as fixed by the act 28 Geo. III, c. 20. The commanders of the vessels are not obliged to declare at clearing out, in what latitudes

they are to fish ; and the animals caught in any part of the sea are allowed to make part of the cargo.

Foreigners, not exceeding forty in number, who had been previously employed at least three years in the occupation of fishing for whales, and were owners of vessels, were permitted to come to Milford haven in Pembroke-shire, any time before the 1st of January 1799, with their families, and with their vessels, not exceeding twenty in number, built before the 1st of January 1795, and each of them manned by at least twelve seamen or fishermen accustomed to the fishery. They were allowed to import their goods, furniture, and stock, without paying any duty ; and their oil, head-matter, whale-fins, and other produce of their fishery, on paying the duties payable by British fishermen, and giving security for their residence at least three years in Great Britain. They were also allowed, on taking the oaths of allegiance to his Majesty, to have their vessels registered, when fitted out for whaling voyages, and were thereupon entitled to the premiums granted to British fishermen, and, in general to all the rights and privileges of natural-born subjects. [c. 92]

The king having entered into a convention with the emperor of Germany, whereby he engaged to propose to parliament to guarantee the payment of the dividends on £4,600,000 raised for him in this country on the terms of the subscribers receiving £83 : 6 : 8 in a three-per-cent redeemable fund, and also a terminable annuity of £5 for twenty-five years, for every £100 paid in by them, payable in half-yearly dividends on the 1st of May and the 1st of November, the parliament did accordingly guarantee, that the payments should be made at the bank of England, and in failure of funds being duly provided by the emperor, that the dividends should be supplied from the consolidated fund, and issued at the bank on the 5th of July and the 5th of January, being about two months after they fall due. The bank was, of course, authorized to undertake the management of this new stock, which is known by the name of *Imperial**. [c. 93] The capital of the debt thus created amounted to £3,833,333 : 6 : 8 and an annual charge of £230,000 payable till the 30th of April 1819.

The time allowed to the East-India company for obtaining the drawback upon the exportation of china ware, imported before the 1st of April 1795, was enlarged to five years. [c. 98]

Organzined silk of Italy was allowed to be imported by any person, and in any vessels belonging to friendly states, till twenty days after the commencement of next session of parliament. But no Italian thrown

* A sealed tin box was deposited at the bank by Messieurs Boyd Benfield and company, agents for the emperor, 26th September 1794, with a certificate by a notary (whose name is not mentioned in the paper given in by the bank to parliament 10th November 1797), that it contained mortgages on the bank of Vienna to the amount of forty millions

of florins, which were estimated at four millions sterling.

The Imperial loan was taken by the subscribers to the £18,000,000 loan of this year in the proportion of £25 : 11 : 1 $\frac{1}{2}$ for every £100 of their subscription to the £18,000,000.

filk of a quality coarser than what is called third Bolonia, nor any *tram filk* of the growth of Italy, nor any other thrown filk of the produce of Turkey, Persia, East-India, or China, was allowed to be imported in virtue of this act. And all filks imported under this act were directed to be brought to the custom-house in London, wherever they might be landed, in order to prevent the importation of the kinds not allowed.—All sorts of flax and flax-seed were in like manner allowed to be imported in any vessels belonging to friendly states during the same time. [c. 100]

It may be sufficient to say once for all, that this act has been frequently renewed.

In order to prevent the frauds committed by using false weights and unequal balances, the justices in quarter sessions were directed to appoint proper persons to examine them, and to destroy false ones. The justices were also directed to fine the offenders, and to provide standard weights. [c. 102]

June 26th—The act 32 Geo. III, c. 43, having fixed 50*s* exclusive of duty, as the highest average price of muscovado sugar, at which the drawback should be allowed on the exportation of muscovado, or the bounty on the exportation of refined sugar, it was now, on account of the war, fixed at 65*s*. At the same time one shilling per hundredweight was deducted from the bounty on refined sugars exported in foreign vessels. [c. 110]

Some of the ships employed by the East-India company having been taken into the service of government, and the company having thereupon, with the approbation of the board of controul, sent instructions to their presidencies in India to take up ships for bringing home their cargoes from India and China, the king in council was empowered to authorize vessels so employed by the company, though not British-built, nor navigated according to law, if built within the territories of the company, or in any port of the East-Indies under the protection of the British flag, to import goods from the countries within the limits of the company's trade, on the same terms as if they were imported in British-built vessels, till the expiration of eighteen months after the conclusion of the present war; and also to permit them to export to the same countries, and with the consent of the company, all kinds of merchandize, except ordnance and military stores. [c. 115]

Rape seed, and all other seeds yielding oil, were allowed to be imported in British vessels, legally navigated, from any part of the world, on paying a duty of one shilling per last, whenever the price of middling British rape seed is so high as £20 per last, under the same regulations by which the importation of seeds from Ireland or the British provinces in America is regulated. [c. 117]

The revenue officers were directed to lodge in their warehouses all wine, which the importer shall for twenty days neglect to enter, or pay the duty for, or land, till the duty is paid, together with sixpence per

week for each cask or package, and also the charges of carriage, &c; failing which the wine may be sold, in three months after being warehoused, for payment of the duty and charges. If it does not fetch sufficient to pay these, it may be sold for exportation, or for being made into brandy or vinegar, under the proper securities.—The drawback on wine exported to China having been hitherto smaller than upon wine exported to India, it was now equalized.—The commissioners of excise were directed to provide warehouses for lodging coffee and cacao nuts, and to charge the importers one shilling per week for every tun, as rent for the use of them. The act contains a multitude of regulations for securing the duties on coffee and cacao nuts. When they are found not to be worth the duties and charges, they are ordered to be burnt. [c. 118]

The price of corn being excessively high, the distillers were prohibited from using any kind of corn, malt, meal, flour, or bran, from the 10th of July 1795 till the 1st of February 1796, under the penalty of £500.—All contracts, made by distillers for the delivery of corn spirits, grains, or yeast, during the continuance of the prohibition, were suspended.—The king, with advice of council, was authorized to give a general, but not a particular, liberty to distill from corn, &c. after the 10th of July, if he should think it for the advantage of the kingdom.—Spirits, warehoused for exportation, were allowed to be taken out for home consumption, under the authority of the commissioners of excise, on paying a duty of £40:18:2¼ for every tun of spirits of the strength of one in six under hydrometer proof. [c. 19]

It may perhaps be considered as a proof of the opulence arising from the commerce of Great Britain, as well as of British liberality and bounty, that the parliament this year granted the sums of £98,410 and £37,500, making together £135,910 for the support of the Roman-catholic clergy and other emigrants from France*.—The annual allowance to the African company was this year enlarged to £20,000.—There was also a grant of £4,069:2:0 to Mr. Willis, to be applied in forming an establishment in Africa for the purpose of opening a commercial intercourse with the interior parts of that continent. [c. 120]

Some doubts having arisen, whether the prerogative of erecting independent burghs of barony was taken away by the act for abolishing heritable jurisdictions in Scotland, they were now removed by an act of parliament, which directed, that those, who sell or feu lands to the British society, incorporated for promoting the fisheries, for the purpose of building villages in those parts of the coast of Scotland, where the fisheries are, or may be, carried on, may receive charters from the barons of exchequer in Scotland for erecting them into burghs of barony, with powers to the inhabitants, or such descriptions of them as may be directed by the charters, to elect magistrates annually. [c. 122]

* Similar allowances have been made every succeeding year, the sums being sometimes larger, and sometimes smaller, than those now granted.

As some relief to the wool-combers for the hardships they alleged they had sustained from the introduction of machinery*, all of them, who had served an apprenticeship to the business, or were legally entitled to carry it on, and were willing to apply to other branches of the woollen manufacture, or to any other trade, and also the wives and children of all such, were authorized to exercise any trade whatever in any town or place of the kingdom without any obstruction, notwithstanding the statute of the fifth year of Queen Elizabeth, which prohibited the use of certain trades to any person who had not served an apprenticeship of seven years. [c. 114]

One of the principal alterations, which have taken place of late years in the metropolis, was made under the authority of an act for enlarging the entrance into the city on the west side of Temple-bar by removing the houses, which stood between the Strand and Butcher-row (the north side of which has thereby become the north side of the Strand) and those on the north side of S^t. Clement's church, whereby a spacious entrance is effected. At the same time the lord mayor and magistrates of the city were empowered to make a street in a straight and commodious line from the east end of Snow-hill to the bottom of Holburn instead of the crooked and steep avenue called Snow-hill †. [c. 126]

The merchants trading to the islands of Grenada and S^t. Vincent's represented to parliament the losses they had suffered, and the hardships sustained by their commerce, in consequence of the insurrections in those islands, and petitioned for relief. The great and important benefit, conferred upon the commercial interest in general by the expedient of exchequer bills in the year 1793, suggested a repetition of the same measure as the best mode of relief to the sufferers on the present occasion. Therefor the honourable Henry Hobart, the right honourable Charles Townshend, Sir William Pulteney, Sir John Sinclair, Sir Grey Cooper, Sir Francis Baring, Messieurs Richard Muilman Trench Chiswell, John William Anderson, William Curtis, Charles Grant, Joseph Nutt, Robert Hunter, Thomas Plummer, Gabriel Tucker Steward, and Benjamin Savage, were appointed commissioners for advancing exchequer bills to an amount not exceeding £1,500,000, bearing interest at the rate of three pence per day for every £100, and all payable on the 5th of July 1796, to any persons in any part of Great Britain connected with, or trading to, the islands of Grenada and S^t. Vincent's, who should apply for them, and give bond with sufficient security, or deposit exchequer bills, India bonds, bills of exchange, or other negotiable securities, to the value of £400 for £300 to be advanced in exchequer bills. The payments were required to be made at the bank of England by three equal installments on or before 5th January 1797, 10th October 1797,

* See above, p. 292.

† By a subsequent act (39, 40, Geo. III, c. xlii of local acts) the city was empowered to enlarge the funds allotted for these improvements.

and 5th July 1798 *, together with interest at five per cent on the amount of each payment. In case of bankruptcy the claims of the commissioners were made preferable to those of all other creditors, without prejudice, however, to preferences duely obtained upon real estates according to the law of Scotland. [c. 127]

In the spring of this year a party from Newfoundland drove the French out of the islands of S^t. Pierre and Miquelon, which by the treaty of peace had been ceded to them as stations for their fishermen.

In the beginning of April the Dutch island of S^t. Eustathius in the West-Indies, which, as a great deposit of naval and military stores, is an object of consequence to the contending powers in every war, was required to abandon the interest of the stadtholder by commissioners deputed from the Batavian and French republics, who arrived at the island with only a single schooner. The governor refusing to comply with their demand, they soon after returned with a force sufficient to compell him ; and that important island fell under the power, if not under the direct dominion, of France.

In the early part of the year the French inhabitants of S^t. Lucie, with the assistance of the free people of colour, undertook the recovery of the island from the British forces, who were finally obliged to abandon it in the month of July.

The French inhabitants of the islands of Grenada, S^t. Vincent's, and Dominica, though they had now lived above thirty years under the British dominion, still retained the distinctions of language and religion, national manners, and interests. Nor, though they had been admitted to a participation of the legislative and civil authority with British inhabitants, had they ever mingled in friendly society, or formed matrimonial connections. So little attention had been bestowed of late years in promoting cordiality between these two different descriptions of fellow-subjects, that the churches and church lands of the French clergy, after a peaceable possession of twenty years under the British government, were taken from them. National animosities now became stronger than ever in consequence of the war ; and all friendly intercourse between the British and French inhabitants was at an end. It is not surprising that the French in the neighbouring islands took advantage of the situation and temper of their countrymen by sending emissaries to inspire them with the desire of regaining complete possession of the islands which were once their own, and in which they, or their fathers, held in absolute property the lands, which they were obliged now to occupy as leaseholders.

In Grenada the French inhabitants, associating with them the free people of colour (a description of people, who in all the European colonies have many causes of uneasiness) took possession in the same night (March 2^d) of the towns of Grenville and Gonyave on the opposite sides

* The term of payment was prolonged by subsequent acts.

of the island; and on the day following the lieutenant-governor and some others of the principal British inhabitants became their prisoners. Reinforcements were received on both sides from the neighbouring islands: and a horrid, and sanguinary, war ensued, which, after raging above a year, was terminated by the defeat of the French insurgents.

In the insurrection, which took place in St. Vincent's, the Caribs, the original possessors of the island, bore the principal part. Their undisciplined valour could not long stand against the regular British troops*.

In Dominica the French inhabitants were excited to insurrection by parties from Guadaloupe and Marigalante, who invited the free people of colour and the slaves to join their standard, and destroyed many of the plantations. There being but one company of regular troops in the island, the defence of the colony lay almost entirely upon the British inhabitants, who, with such of the negroes as adhered to them, opposed the invaders with great spirit and judgement, and at length surrounded them, and made them prisoners†. Of the French inhabitants some were put to death, and above six hundred, whom the governor suspected of disaffection, were sent home to England.

June 14th—Montego Bay, a flourishing town in the north-west part of Jamaica, which in the year 1792 contained 225 houses, whereof 33 were capital stores or warehouses, and about 600 white inhabitants, was reduced to ashes by a conflagration, in which many of the stores, with produce and merchandize to a large amount, were destroyed.

Another calamity immediately befell Jamaica, which was most severely felt in the same quarter of the island. The horrors of the war with the Maroon negroes, which after distressing the island and retarding the cultivation of it during almost a century, had been terminated by the prudence and moderation of Governor Trelawny, who, together with the assembly of the island, confirmed the possession of their liberty and their lands to them in the year 1738‡, were now renewed. Two suc-

* These insurrections in Grenada and St. Vincent's, with the consequent destruction of property, produced the distresses, which required the parliamentary assistance, already noticed in abridging the commercial acts of parliament.

† In order to avoid the imputation of partiality I here do a violence to myself in suppressing an instance of the happy consequence of the manager of a sugar plantation acting with proper kindness to the negroes under his care, who all faithfully stuck by him in his marches through the woods, wherein it would have been impossible to prevent them from deserting to the invaders, if any of them had been inclined to do so.

‡ To some readers it may not be superfluous to inform them, that the Maroons were the descendants of the negroes, who belonged to the Spanish inhabitants, when the island was taken by the English forces under Penn and Venables in the year

1655. When the Spaniards left the island, the negroes retired into the mountainous interior part of it, where they hoped to enjoy independence. The English settlers considered them as their property, and invaded their retreat. A fierce and sanguinary war ensued, wherein the negroes, from their superior knowledge of the desiles and fallnesses of the country, had generally the advantage, most of the soldiers who fell being killed by invisible enemies. As they derived a great part of their subsistence from plundering the plantations of their enemies, the settlement of a new plantation at some little distance from others was a desperate undertaking; and cultivation was confined to a narrow border of a part of the coast. The number of the Maroons was, however, falling off, though they used every means to recruit their forces by enticing the slaves to join them; but those recruits being generally men, there were very few children born

cessive British commanding officers, and great numbers of men, lost their lives in this petty domestic war, before the maroons were reduced. In June 1796 the remainder of those unfortunate people, with their families, were transported to Lower Canada, where, by the treaty of their surrender, they were promised the enjoyment of lands and liberty*.

A treaty between Great Britain and Russia, signed at Petersburg 18th February, relates merely to the proposed operations of the war against France, and contains not one word of commercial affairs.

There were also two treaties with the emperor of Germany (4th and 20th of May), which had no connection with commerce, the first being for the negotiation of a loan, which was soon after sanctioned by parliament, and the other merely offensive and defensive.

The emperor about the same time presented to the diet of the empire assembled at Ratisbon a rescript, declaring his readiness to enter into negotiations for peace.

March 1st—The grand duke of Tuscany published a proclamation, notifying, that, as it was neither just nor convenient for Tuscany to take any active part in the transactions, which at this time convulsed Europe, he had seceded from the coalition against the French republic; in consequence of which the neutrality of his dominions was re-established, and his subjects, profiting by the trade and commerce of other nations, without hurting any of them, would be relieved from the alarms and troubles of war.

April 5th—The French concluded a treaty of peace and friendship with the king of Prussia in which the commercial communications and relations between France and Prussia were re-established on the same footing as before the commencement of the war.

July 22^d—The French also concluded a treaty of peace with Spain, whereby

Articles 4, 5) France restored to Spain all the conquests made in the present war.

9) Spain ceded to France the Spanish part of the island of St. Domingo, or Hispaniola, in the West-Indies, with all the fortifications, guns, and warlike stores, in it, the Spanish inhabitants being allowed twelve months for removing with their property to the Spanish dominions.

11) All correspondence and commercial relations between the two countries were re-established on the same footing, on which they stood before

in their community; and their number at the pacification in the year 1738 was reduced from 1,500, the estimated number in 1655, to less than 600, almost all men. In 1770 they were under 900, and the females were considerably more than the males. At this time their number was reckoned to be about 1,400.

* It may be remembered, that a community of free negroes had been but four years before transplanted from Nova Scotia to Africa, because it was found that their constitution could not endure the rigour of the winters in the northern parts of America.

the war, the merchants of each being at liberty to resume their commercial establishments, or make new ones, in each country, according to their own convenience.

14) The republic of the United provinces, as allies of the French republic, were comprehended in the treaty.

The French soon after made peace with the landgrave of Hesse-Cassel.

Thus did the French in the course of this season detach the United provinces, Tuscany, Prussia, Spain, and Hesse-Cassel, from the confederacy formed against them, and bring the emperor to declare a disposition to abandon it also.

The defection of all these powers from the alliance with Great Britain, and even the accession of some of the chief of them to France, did not prevent the British funds from keeping up at a price which could scarcely be expected under such circumstances, the three-per-cents continuing considerably above twenty years' purchase; and the other funds fluctuating from a little above, or a little below, that price. This was chiefly ascribed to the great quantity of money invested in the British funds by people of property in Europe, who feared the consequences of the convulsions on the continent, and trusted to a greater stability in the affairs of this sea-girt country.

August 12th—The king, by an order in council (which was several times renewed) prohibited the exportation of rock salt from 12th August 1795 till the middle of April 1796, in order to prevent the supply of a necessary article to his enemies.

The British forces in the East-Indies took possession of the Dutch government of Malacca in August. And in the course of a few months they made a complete conquest of all the Dutch settlements on the coast of Ceylon.

In the year 1766 the Dutch East-India company, by a treaty which terminated a very expensive war * with the chief sovereign of Ceylon, became proprietors of all those parts of the coast of that great and valuable island, which they had not previously possessed, the native prince and his subjects being confined to the interior country. By the same treaty the king became bound to deliver all the cinnamon, which is the most important produce of the island, and grows there in the greatest perfection (that which is produced on the sandy downs on the south-west coast being esteemed the very best in the world), to the company at the fixed price of five pagodas (40/10 sterling) for the bale of 88 pounds, being about the same price which the cinnamon cultivated in the company's own plantations cost them †. The pearls found on the

* So it is called by Admiral Stavorinus (*in his Voyages to the East Indies*, V. i, p. 350 *English translation*). It cost above eight million of guilders, or about £727,300 sterling.

† The Dutch used to send considerable quantities

of cinnamon from Ceylon to Batavia for the use and commerce of their oriental dominions.—The British East-India company paid £180,000 to the forces employed in the reduction of the island as the value of the cinnamon found in it.

west coast of Ceylon are esteemed the best in the world: and the Dutch company drew a considerable profit from the fishery of them till the year 1771, when they were deprived of it by the nabob of Arcot. Some coffee and cardamums, together with the piece goods collected at the settlements on the opposite continent dependent on the government of Ceylon, completed the cargoes of the company's ships for Europe*. The island also furnishes elephants of superior quality, which are exported to the continent, rice, pepper, and coir (the fibres of the coco-nut), used for making cables and other cordage, which have the property of being elastic and floating upon the water.

Contrary to the system observed in all the other British possessions in the East, the East-India company enjoy only the exclusive trade of Ceylon, the entire and immediate territorial sovereignty of this new acquisition being vested in the king.

If any reverse of fortune shall ever deprive us of our possessions on the continent of Asia, the noble island of Ceylon, as long as we can preserve our maritime superiority, may be made (as it was in the sixth century) the grand deposit of the commodities and manufactures of the East and the West, and the great band of commercial intercourse with all the rich countries bordering on the Indian ocean from the Cape of Good Hope to the west coast of America.

September 16th—The Dutch settlement at the Cape of Good Hope was also taken by some British ships of war and East-India ships with a body of land forces, under the command of General Clarke and Admiral Keith Elphinstone. By the capitulation the property of the Dutch East-India company of every kind was delivered up to the conquerors. But all property belonging to individuals, to churches, and public institutions, was preserved to the owners. The paper money current in the settlement was guaranteed; and for that purpose the lands and houses, part of the property of the company, which were the security for it, were continued under the obligation.

The principal articles exported from the Cape were corn, and the excellent wine known by the name of Constantia, or Cape, wine. Undoubtedly many other articles might, by due attention, be made objects of commerce; but the chief use of the settlement has hitherto been to furnish refreshments to the East-India ships; and the ships of all nations

* In the year 1778 the sales in Europe of the Dutch East-India company's imports from Ceylon were as follows.

600,000 lb cinnamon,	at about	f. 6 (11 ^s sterling,) per lb.
4,000 lb cardamums	-	33 stivers (3 ^s)
5,000 lb coffee	-	10 ^s
300,000 lb cowries	-	7 ^s ²
20,000 cotton yarn		
and piece goods to the value of f. 200,000 (about £18,180).		

A particular account of the cinnamon, and the various species of it, may be found in Professor Thunberg's *Travels in Europe, Africa, and Asia*.

were made welcome by the government appointed by the Dutch East-India company, who kept up the settlement for that purpose at a considerable expense (in the estimation of frugal Dutchmen) the excess of the charges beyond the income in the year 1790 having been £26,768: 11: 3 sterling, and in some preceding years still greater.

September 13th—The last important voyage of discovery, that will probably ever need to be undertaken in the Pacific ocean, was concluded by the arrival of Captain Vancouver in the River Shannon in Ireland.

In order to receive possession of the settlements at Nootka sound and Port Cox on the north-west coast of America, agreeable to the convention with Spain dated 28th October 1790, and also to give a final determination to the question, agitated for ages, upon the existence of a navigable passage between the Atlantic and Pacific oceans, a ship and a brig were fitted out under the command of Captain George Vancouver, an officer trained to discovery and research under the tuition of the immortal Cook.

Captain Vancouver proceeded by the Cape of Good Hope, New Holland, New Zealand, Otaheiti, and the Sandwich islands, to Nootka, where he arrived 28th August 1792*. Señor Quadra, the Spanish commanding officer at Nootka, understood the convention, and the order of the conde de Florida Blanca for the delivery of the settlement to Captain Vancouver, to mean only the ground inclosed by Captain Meares, measuring about 100 yards in extent†. After an altercation, carried on in the most friendly manner, Captain Vancouver declined receiving possession, as offered by Señor Quadra, and they both concluded upon leaving the matter to the determination of the two courts. In November 1792 Captain Vancouver learned, that the Spanish officers had received orders from Europe to seize all vessels they should find trading near those coasts, except those belonging to Great Britain.

Previous to his arrival at Nootka Captain Vancouver had made a survey of the coast between the latitude of 39° 27' north and that place. In the following summers of the years 1793 and 1794 he completed the survey of the whole coast as far as the inlet called Cook's river, in which, or the next bay, called Prince William's sound, the few, who were still advocates for the existence of a *north-west passage*, had placed their chief expectations. Upon a very careful and minute inspection of every creek and inlet of a coast, consisting entirely of creeks and channels formed by an innumerable multitude of islands, he was enabled positively to ascertain, that THERE IS NO NAVIGABLE PASSAGE BETWEEN THE PACIFIC AND ATLANTIC OCEANS, unless there may be a possibility of sailing through the generally-frozen strait between Asia and America,

* The sum of £10,329: 15: 4 was allowed by parliament [Act 32 Geo. III, c. 35] for presents carried out by Captain Vancouver to the inhabitants of the north-west coast of America.

† See above, p. 207.

and navigating the Frozen ocean, which bounds the unknown northern extremity of America. And thus the long-supposed, and often positively-asserted, existence of a navigable north-west passage is once more demonstrated to have as little foundation in reality as the equally positively-asserted existence of a vast southern continent. And the stories of inland seas, communicating with the ocean, navigated by De Fuca, De Fontè, &c. are proved to be mere fable and romance.

During the winter seasons Captain Vancouver, in order to recruit the health of his people, and repair his vessels, retired to Owhyhee, the largest of the Sandwich islands, where he obtained abundance of fresh provisions and vegetables, and, in consequence of his judicious conduct, lived in the greatest harmony with the natives, though he at the same time made them sensible, that murders and thefts would not go unpunished.

As much has been said of the cession of a country called New Albion to the crown of England by the ceremony of an ornament of feathers being placed on the head of Sir Francis Drake by one of the natives, who cannot rationally be supposed to have had any such idea in his head, it may be proper just to observe, that the sovereignty of the island of Owhyhee was on the 25th of February 1794, after a previous and deliberate consultation of the king and all the chiefs of the island, surrendered for the behoof of the king of Great Britain, with every possible formality, into the hands of Captain Vancouver, who assured them, on the part of their new sovereign, that no encroachment should be made on the civil or religious establishments of the island.

In Owhyhee, and every other place which he visited, Captain Vancouver did every thing in his power to conciliate the friendship of the natives, and used every endeavour to render their lives more comfortable by the introduction of useful animals and valuable plants and seeds*. He also sent from the Sandwich islands some plants of the bread-fruit tree to Norfolk island, one of the stations appointed for British exiled convicts.

The surveys made during this voyage may be said to have completed the geography of the hitherto-unknown west coast of America. And when we view the voyage as adding so much to the stock of our geographical knowledge, a knowledge so essentially useful to commerce, and as adding, by the introduction of many valuable species of animals and plants in a great variety of countries and climates, to the comfortable subsistence of unborn millions, we must agree with Captain Vancouver, that the advantages arising from it were not confined to any one nation (though undoubtedly the most commercial nation must be most benefited by it) but, that it must be productive of general benefit to man-

* From the Missionary voyage (the latest accounts we have from the Pacific ocean) we learn that the people of the islands they visited, satisfied with the bounties of Nature to their happy islands, have neglected the animals and plants, carried to them with such vast labour and expense.

kind. And so his voyage was considered by the national assembly of France, who decreed, that his vessels should not be molested by any of their ships of war, as the old government of France had formerly done in favour of those of Captain Cook.

Captain Vancouver gives a list of

5	vessels belonging to London,
1	..... Bristol,
2	..... Bengal,
3	..... Canton,
7	..... United states of America,
2	..... Portugal *, and
1	..... France,

in all $\overline{21}$ vessels employed in the fur trade on the north-west coast of America in the year 1792. He reflects heavily on the injudicious competition of the European and American traders on that coast, and the cruel, and impolitic, practice of selling fire-arms to the natives. He observes, that the Russians have advantages over all other nations in the fur trade. They have formed several settlements in the north-west extremity of America, where they live among the natives, to whose habits of life they approach nearer than any other European nation; and they carry their furs to the northern parts of China, where they are chiefly in request, whereby they have a much shorter voyage, and also obtain much higher prices, than the other adventurers in the fur trade, who are obliged to go to Canton.

At Valparaiso Captain Vancouver was informed that from the 1st of January to the 31st of December 1793 the money coined in the mint at Mexico, consisted of

gold to the value of 884,262 pesos, or hard dollars,
and silver 23,428,680

the total being . . . 24,312,942, which, however, was the greatest quantity ever coined in one year.

A particular account of the quantities of gold and silver coined at Mexico in every month of this year (1795) published by Colonel Tatham [*Political economy of inland navigation*, p. 32] makes the total of the gold amount to the value of 644,552 dollars, and of the silver to 23,948,929
being in all 24,593,481 dollars.

And this account is also accompanied by a notification, that it is the greatest coinage of money that was ever made in that mint.

September—A gold mine was discovered in a mountain called Croughan Kinshelly in the county of Wicklow in Ireland. In the course of about six weeks the people of the adjacent country found in a stream

* It is more than probable, that both those vessels under Portuguese colours were the property of British subjects settled in India. See *Vancouver's Voyage*, V. i, p. 404, and *Perouse's Voyage*, V. i, p. 514 of *English translation*, 4^{to} 1799.

flowing from the mountain, and in an adjoining bog, about eight hundred ounces of gold, several pieces of which weighed about 2 ounces, one weighed 5, and one 20 ounces 2 pennyweights 21 grains. The place, which had got the name of Little Peru, was taken possession of for the king by a detachment of the army * (October 15th).

October 7th—Thirty sail of British vessels, richly loaded from the Mediterranean, together with the *Censeur* a ship of 74 guns, one of those which were convoying the fleet, were taken by a French fleet of superior force. About the same time eighteen sail of homeward-bound vessels from Jamaica were also taken by the French.

The number of British vessels, taken by the enemy since the commencement of the war, was now estimated at three thousand, and the number of those taken from them at only eight hundred. It is not to be inferred from the great difference in the number of captures, that the French cruisers were more alert than the British; but only that the British vessels upon the ocean were vastly more numerous than the French.

The colony at Sierra Leona recovered from the effects of the calamitous visitation of the French in September 1794 sooner than could have been expected. By this time their affairs were so well re-established, that they had detached a party to settle a factory at Rio Pongas for the sake of maintaining the intercourse with the friendly nation of the Foulahs.

November 1st—It was found necessary to prohibit generally the exportation of British and foreign wheat, rye, barley, bear or bigg, peas, beans, oats, meal, flour, bread, malt, potatoes, and Indian corn; and also to permit the importation, in any vessels whatever, of the same articles, without payment of any duty. The proprietors of foreign corn, lodged in warehouses, were at liberty to take it out duty-free for home consumption, or to export it. The powers vested in the king, by the acts 35 Geo. III, c. 4, for regulating the coasting carriage of corn, and for authorizing exportation in certain cases, were continued, as was also the liberty of importing kidney beans, and a variety of kinds of live stock, and provisions of various sorts, enumerated in the same act. These regulations were to continue in force till the expiration of six weeks after the commencement of the next session of parliament. [36 Geo. III, c. 3]

December 1st—The exportation of candles, tallow, and soap, to any foreign country, not belonging to Great Britain, was also prohibited on penalty of forfeiture of the goods and the vessel carrying them, and also £50 for every hundredweight. Coasting vessels carrying those articles

* A scientific account of this mine by Mr. Mills may be found in the *Philosophical transactions* for 1796, part i, pp. 34, 38]. And it afterwards appears, not as an article of revenue, but as an article of expenditure, in the public accounts of the governments of Ireland.

were required to bring back a certificate, within six months, of their being landed in Great Britain: and exporters of such articles to the foreign dominions of Great Britain were in like manner required, under bonds of triple value, to deliver certificates of their being landed agreeable to the custom-house entry within the time prescribed by law. [c. 5]

The manufacturers of starch, hair powder, and blue, were prohibited from using wheat, or any other article used for the food of man, on penalty of £200 and forfeiture of the goods. The duties on the importation of starch, &c. were lowered; and a great number of regulations for preventing frauds were enacted. His Majesty was vested by this act with a power of suspending the operation of it at pleasure. [c. 6]

December 19th—The sum of £18,000,000 was raised by a loan, the subscribers to which received £120 in the three-per-cent consolidated fund, £25 in the three-per-cent reduced fund, and a terminable annuity of 6/6 for 64 $\frac{1}{4}$ years, for every £100 paid in by them. [c. 12] The capital of the debt thus created amounted to £21,595,800 * in the consolidated, and £4,500,000 in the reduced, fund, besides an annual charge of £58,500, payable till January 1860.

A great variety of additional duties of excise were imposed on tobacco and snuff imported from different countries.—American tobacco, not exceeding one half pound per week for each man, was allowed to be shipped from warehouses, free from duty, for the use of the non-commissioned officers and private soldiers of the army, when in actual service upon the sea, [c. 13]

December 24th—The drawbacks and bounties, hitherto allowed upon the exportation of sugar, were now reduced, 4/ per hundredweight being taken from each till 31st January 1796, and after that day 7/ per hundredweight. But the full drawback and bounty were still allowed on sugars carried to Ireland. [c. 18]

The allowance made by the revenue officers for the waste on salt carried coastways was abolished: and the times, allowed for paying the duties on the several kinds of salt, were reduced to one third of what they were before. [c. 19]

The act 35 Geo. III, c. 119, for prohibiting the use of wheat and other grains in the distillery was continued in force till the 1st of February 1797. The distillers were also prohibited from using melasses of the manufacture of this kingdom, sugar, or potatoes, or any mixture of them. [c. 20]

It was found necessary to hold out greater encouragement for the importation of corn and other articles of provision than merely exempting them from duty, as by the act passed in the beginning of this session. Therefor the following bounties were granted on the wheat, wheat

* This sum ought to have been £21,600,000: but was reduced by some failures in the payments.

flour, Indian corn, Indian meal, and rye, imported either in British vessels, or in vessels belonging to any friendly state, viz.

for every quarter of wheat weighing 440 lb avoirdupois £1 0 0
for do . . . weighing 424 0 16 0
for every hundredweight of wheat flour 0 6 0

imported from any part of Europe south of Cape Finisterre, the Mediterranean, Africa, the British colonies in America, or the United states of America, till 400,000 quarters should be imported from Europe or Africa, and 500,000 quarters from America. $2\frac{1}{2}$ hundredweight of flour being reckoned equivalent to one quarter of wheat.

for every quarter of wheat weighing 440 lb avoirdupois 0 15 0
for do . weighing 424 0 12 0
for every hundredweight of flour 0 4 6

imported from any part of Europe north of Cape Finisterre, not being part of his Majesty's dominions, till the quantity should amount to 500,000 quarters.

for every quarter of wheat weighing 440 lb avoirdupois 0 10 0
for do . weighing 424 0 8 0
for every hundredweight of flour 0 3 0

imported after the above quantities should be completed.

for every quarter of Indian corn 0 5 0
for every hundredweight of Indian meal 0 1 6

till the quantity should amount to 500,000 quarters, allowing $3\frac{1}{2}$ hundredweight of meal as equivalent to one quarter of corn.

for every quarter of Indian corn 0 3 0
for every hundredweight of Indian meal 0 1 0

imported after the above quantities should be completed.

for every quarter of rye weighing 400 lb avoirdupois 0 10 0
till the quantity should amount to 100,000 quarters.

and for every quarter beyond that quantity 0 6 0

The whole bounties now granted were to cease on the 30th of September 1796, unless where it should appear that a vessel, which had failed in due time, had been unavoidably detained on her passage, in which case the commissioners of the customs were authorized to pay bounties till the 15th of October.

The importation for the bounty was limited to the ports of London, Aberystwyth, Beaumaris, Berwick, Boston, Bristol, Carlisle, Chester, Chichester, Colchester, Cowes, Dartmouth, Dover, Exeter, Falmouth, Harwich, Hull, Ipswich, Lancaster, Liverpool, Lyme, Lynne, Malden, Milford, Newcastle, Penzance, Plymouth, Pool, Portsmouth, Preston, Rochester, Sandwich, Southampton, Stockton, Sunderland, Swansea, Wells, Whitehaven, Whitby, Wisbeach, Yarmouth, Aberdeen, Ayr, Alloa, Campbelltown, Dunfries, Dunbar, Dundee, Glasgow, including Port-Glasgow, Greenock, Kirkcaldy, Kirkcudbright, Leith, Lerwick, Montrose, and Wigton.

Bounties, not exceeding three fifths of those granted on imports from the Mediterranean, &c. were also allowed for all foreign corn lodged in warehouses, and delivered out for consumption in this kingdom within three months after passing the act. [c. 21]

The provision of 3,000 tons of shipping, allotted by the act for renewing the East-India company's charter for the use of the private trade between India and London, was soon found to be very inadequate to the demands for freight. There were not, indeed, many British manufacturers who became adventurers to India on their own account: but the British resident merchants in India required much more shipping than was provided for them by the act*. They complained, that the company's regulations frequently disappointed them of freight, made inconvenient distributions of their goods in the several vessels, and in many respects deranged the plans of their commerce. They wished for liberty to employ vessels built in India of teak wood, which they said, could be built much cheaper than British vessels, would last a vast deal longer, and consequently could sail on much lower freights; and they desired no further exemption from the regulations established by the company, than that their vessels should be free to load and sail as the owners and freighters should find most convenient for themselves. But they could not prevail upon the company to depart from the established rules so far as to give an unqualified permission for India-built vessels to sail to Europe†.

An event, not foreseen by either party, however, introduced those ships into the trade between India and London. The East-India company, considering the distress occasioned by the exorbitant price of corn, resolved, with a spirit worthy of the greatest trading company in the world, to import a large quantity of rice, for the relief of the country, from their settlements in India, and ordered it to be shipped in such vessels as could be taken up on the spot, on terms of freight for the cargoes of rice, with permission to carry goods, not appropriated by the company for their own trade, from London to India for account of their owners. It was on this occasion that vessels, built and owned in India, first ploughed the Atlantic ocean, and sailed into the Thames; and now also for the first time, India, which in all ages had supplied the western world with articles, rather of ornament and luxury than of use, sent to Europe an article necessary for the support of life. It is to be regretted, that the accomplishment of the company's benevolent intentions towards

* Though the company were obliged by the act to provide 3,000 tons of shipping for the accommodation of private traders, the demands for freight from London to India were not, on an average of nine years, sufficient to load one small ship.

In the season 1793-4 the private freight was 919 tons.	1798-9. 374 tons
1794-5 40	1799-1800 .. 195
1795-6 31	1800-1. 150
1796-7 252	1801-2. 27 applied for but not shipped.
1797-8 none	

† Further facts, derived from more recent and correct information respecting this affair, will be found under the year 1800.

the public was attended with a very heavy loss ; for, before the rice arrived, the price of corn became somewhat more moderate ; and the company's rice, imported at an expense of freight far beyond the usual full price of it, was sold very much under the cost.

The rice ships, when they returned to India, carried cargoes consisting chiefly of French wines ; cutlery ; ironmongery ; looking-glasses, window glass, wine glasses, and ornamental articles of glass ; plated goods ; Manchester goods ; printed and stained linens* ; silk and cotton hosiery ware ; gold and silver thread ; iron in bars ; lead in pigs ; tin in blocks ; copper in sheets, and copper pans ; broad cloths ; long and broad ells ; camlets, &c. †

The quays in the port of London, authorized by a commission from the court of exchequer under the authority of an act of parliament in the year 1588, extend only 1419 feet on the north bank of the River Thames between London bridge and the Tower : and to this day they constitute the whole of the *legal* accommodation for the prodigious shipping trade of London, though that part of the river is too shallow to admit the ships now used in foreign trade. These quays being utterly inadequate to the vastly increased extent of the business, the commissioners of the customs have occasionally permitted the use of other landing places, which have thence been called *sufferance wharfs*. In May 1789 they specified five such wharfs on the north side of the river below the Tower, and eighteen on the south side, which they decreed to be *public wharfs*. Though these new-established wharfs occupy twice as much lineal space on the banks of the river as the old legal ones, the whole are still very far from being sufficient for the accommodation of the trade‡, especially in time of war, when large fleets of merchant ships arrive at once : and their detached and remote situations render them exceedingly inconvenient for the dispatch of business.

The want of a sufficient extent of ground for shipping and landing goods, and the evils arising from the monopoly thrown into the hands of the owners of the few legal wharfs, have long been subjects of complaint. In the year 1674 the merchants of London petitioned the house of commons for redress against a combination, which the whole body of the wharfingers had entered into. In the year 1711, when the tunnage of the vessels belonging to London was not near one half of what

* The reception of such goods in India, whence we used, not very long ago, to bring chintzes and other figured cotton stuffs for gowns and furniture, confers great honour upon our British manufacturers.

† For this enumeration I am indebted to Mr. Dominicus, keeper of the company's warehouse at Botolph wharf, who obligingly furnished me with it at the request of Mr. Frazer, one of the directors.

‡ If all the wharfs on the river with their ware-

houses were appropriated to the reception of the one article of sugar, they would not be sufficient. The legal quays can store only 32,000 hogheads, and the sufferance wharfs, 60,200. It has sometimes happened that 120,000 hogheads have arrived in the river in the course of three months ; and, as all the wharfs were much crowded with other goods, the sugars have been piled up to the height of six or eight tires of hogheads, exposed to be melted by rain, and plundered by thousands of eager, watchful, and experienced, thieves.

it is now, the commissioners of the customs recommended to government to make a legal quay at Bridge-yard on the south side of the river ; but it was never executed. About the year 1762 the court of exchequer directed a part of the Tower wharf to be converted into a legal quay : but the part, to be reserved for the crown, not being accurately specified, the plan was allowed to fall to the ground.

Of late years the construction of wet docks has been suggested by many public-spirited persons, as the best expedient for obviating the evils occasioned by the lumbered state of the quays or wharfs, the too-great throng of vessels on the river, (which has frequently been covered by near twice as many as could find convenient room on its surface, besides the swarms of lighters and other craft attending them) and the prodigious loss sustained by delay and plunder *.

West-India produce being peculiarly liable to suffer from depredation, and the many other evils flowing from the crowded state of the port, and the West-India trade having lately increased more than almost any other branch of trade in the port of London †, the merchants concerned in it, feeling themselves, in their own interest and that of their friends in the West-Indies, the greatest sufferers, and being fully convinced of the inefficacy of all the precautions they had hitherto taken against pilfering, took the lead in recommending the great utility of wet docks for relieving the river by drawing off a considerable number of vessels from it, and giving dispatch and security in discharging the cargoes, especially those of vessels from the West-Indies : and they appointed a committee of their own number to consider the most effectual remedy, and draw up a plan for carrying it into execution.

The committee declared in their report, that ‘ *the existence of the West-India trade at the port of London is necessarily connected with a more adequate provision for the discharge of shipping, and the warehousing of produce, than the legal quays can possibly afford ;* ’ a provision which may unite economy, security, and dispatch ; and that those desirable objects were most likely to be obtained by the construction of a sufficient extent of

* The depredations, committed by the vast variety of classes of thieves, who infest the river and its banks, are beyond what any person, wholly unacquainted with them, could think possible to be perpetrated. They are amply, perhaps almost

fully, laid open by that able and patriotic magistrate, Mr. Colquhoun, in his *Treatise on the commerce and police of the River Thames* ; and a brief account of them will be given when I come to the establishment of the marine police in the year 1798.

† The following account of the sugar and rum imported into London shows the increase in these two chief articles of West-India produce.

in the year	cwt. of sugar.	gal. of rum.
1750	630,840	607,074
1760	1,047,796	669,358
1770	1,377,109	997,136
1780	1,176,371	1,236,579
1790	1,236,647	1,521,051
1792	1,345,559	1,631,020
1793	1,467,469	2,209,722
1794	1,809,908	1,911,646

wet docks at Wapping, connected by a canal with the river at Blackwall, and surrounded by wharfs, to be declared legal by act of parliament, and to be furnished with secure and spacious warehouses. Being satisfied, from surveys made by able engineers, that the execution of their plan was practicable, they recommended an application to parliament for sanction and incorporation, and a subscription for a capital wherewith to carry on the work; which, to the amount of £800,000, was filled up on the 22^d and 23^d of December 1795.

December 31st—The directors of the bank of England made a resolution to diminish the amount of their discounts. But they did not in fact reduce them lower in the ensuing year than they were in the year 1795, though they were far short of the extent of accommodation required by the merchants of the metropolis.

It would be improper to neglect observing, that a new method of book keeping by single *or* double entry, in which it is said to be impossible, that the most trifling error can escape notice, was this year offered to the attention of the mercantile world by Mr. Jones. Several merchants and accountants, however, expressed their disapprobation of Mr. Jones's method, which was moreover attacked by a number of authors on book keeping, who vindicated the old established Italian system. The contest may perhaps be productive of some improvement in that most important mercantile science.

The corporation of the city of London this year bestowed the sum of £400 in bounties to such fishermen as would sell haddocks and cod at two pence per pound in Billingsgate market.

The following is the official statement of the commerce of Petersburg during this year.

Vessels			By merchants of	Value of exports,	Value of imports,	Custom duties,	Bullion imported,
belonging to	arriv- ed.	fail- ed.		Rubles.	Rubles.	Rubles.	Rubles.
Russia	65	74	Russia	15,148,224	11,881,182		
Great Britain	533	529	Great Britain	6,670,159	19,123,940		
Austria	1	1	Austria	443,604	189,841		
Portugal	4	4	Portugal	271,439	247,372		
Spain	5	3	Spain	66,150	71,445		
America	44	44	France	135,055	5,258		
Denmark	86	85	Denmark	51,322	71,990		
Lubeck	39	40	Lubeck	13,660	3,892		
Prussia	19	19	Italy	14,600	50		
Dantzic	8	8	Mecklenburg	9,078			
Holland	2	1	Holland	6,017	2,373		
Hamburg	4	4	Hamburg	6,545			
Sweden	57	56	Sweden	740	3,191		
Oldenburg	4	4	Switzerland	3,140	711		
Bremen	3	3	sundry nations . . .	61,993	14,931		
Courland	1	2	captains of vessels	117,449	151,776		
Rostock	49	48					
	924	925	Totals	23,019,175	31,767,952	3,229,064	204,300

Of the British vessels there were

for London.....	144	for Leith.....	28	for Dublin.....	13	for Jersey.....	1
Hull.....	101	Dundee.....	17	6 other ports }	15	for several ports on }	6
Liverpool....	38	Grangemouth..	14	in Ireland .. }		the continent of }	
Portsmouth ..	21	12 other ports }	27			Europe.....	
Newcastle...	15	in Scotland }					
Woolwich...	15						
Chatham....	14						
Plymouth*..	10						
21 other ports }	50						
in England }							
	408		50		28		7

Of the vessels belonging to the United states of America there were

for Boston.....	15	for Philadelphia.....	6	for ports in Europe...	4
3 other ports in New }	14	New York.....			
England.....		Baltimore.....	3		
		Charleston.....			

The Russians have long carried on a very considerable over-land trade with China, of which it is proper to give a brief retrospect, together with an account of its modern state.

In the beginning of the seventeenth century the Russians obtained some Chinese goods by the agency of the Calmucs. In the year 1689 a free trade between Russia and China was established by a treaty. By a subsequent treaty in 1692 it was agreed that the trade, hitherto conducted by individuals, should be carried on by caravans, a caravanferai in Pekin being allotted for their residence, and their expenses, while there, being defrayed by the emperor. The regular trade, thus conducted, was monopolized by the Russian emperor. Private Russian merchants, however, still continued to travel to Pekin; and Russian and Chinese merchants also met at an annual fair held on the confines of Siberia and the Mongol territories, where they exchanged their commodities. In the year 1727 the private traders were prohibited from going beyond the frontiers; and thenceforth the caravans, not exceeding two hundred persons, were permitted to resort to Pekin only once in three years †. For the accommodation of the individual merchants of both nations, a station of intercourse was appointed on the banks of a small brook, called the Kiakta, on the frontiers of the two empires, being 3,676 miles from Moscow, and 1,025 from Pekin. On each side of the brook a small fortified town was erected. The Russian one took the name of the brook; and the Chinese called theirs Maimatschin (fortress of commerce). At each post a governor presides, and has a small body of soldiers under his command. Maimatschin contains 200 houses and about 1,200 men. Every merchant is a partner of a house in some of the principal northern cities of China, and generally resides

* All the vessels for Woolwich were entirely loaded with hemp: those for Chatham carried hemp, masts, and other timber: and those for Portsmouth and Plymouth, iron, hemp, timber, &c.

† In almost all ages the Chinese appear to have

been insensible of any advantage derived to them from foreign trade; and accordingly, instead of inviting it, as other nations do, they merely tolerate, with some degree of reluctance, a very rigorously restricted resort of foreigners to their country.

only about a year at a time, his place being supplied by another partner, who brings a fresh assortment of goods. There is not one woman in the place, the Chinese policy not permitting the sex to be exposed to any intercourse with foreigners. Since the year 1755 no caravans have traveled to Pekin. The empress Catherine having in the beginning of her reign renounced the monopoly, the trade has ever since been free to all Russian subjects: and from that time, except a suspension between the years 1785 and 1792, owing to some misunderstandings, it has continued to be carried on with very considerable advantage to all concerned, the following being the principal articles of it.

Russian merchandize.

Furs, and skins, of sea otters, beavers, foxes, wolves, bears, Bucharian lambs, Astracan sheep, martens, sables, ermines, grey squirrels, &c. from Siberia and the islands near America, and also a considerable quantity from Hudson's bay and Canada, imported from Great Britain. The goods of this class constitute the most important part of the trade.

Cloth of Russia, England, Prussia, and France: camlets, calimancoes, druggets, and flannels, of Russian and foreign manufacture.

Velvets, and rich stuffs.

Russia linens, Russia leather, tanned leather, looking-glasses, glass ware, hardware, tin, Russian talc, &c.

Camels, horses, horned cattle, dogs of various species.

Meal and other provisions.

Chinese merchandize.

Raw silk in large quantities *.

Silk stuffs of all kinds.

Cotton in large quantities, and cotton yarn.

Cotton stuffs, particularly that called by us nankeen, of red, brown, green, and black colours.

Teas, esteemed superior in flavour to those brought to Europe by sea.

Porcelain, some of it adorned with figures from European designs.

Japanned cabinets, tables, chairs, boxes, and other ornamental furniture.

Canes, fans, artificial flowers, and other toys.

Skins of tigers and panthers.

White lead, vermilion, and other colours.

Tobacco.—Rice.—Sugar-candy.

Preserved ginger, and other sweet-meats.

Rhubarb, musk, nitre, sal-ammoniac, &c.

Rubies, and other pretious stones.

The goods openly sold by the Russians at Kiakta, and paying the imperial customs, amount to about a million and a half of rubles annually, and those bought from the Chinese to near as much, the balance being paid in gold and silver bullion: and the clandestine trade is estimated equal to a fifth of the legitimate. Perhaps no western nation besides Russia ever received a balance of the pretious metals from China.

At Zurukaitu, another frontier station, there is also some trade, and at a few other places; but all on a trifling scale.

The goods are carried from Russia to Tobolsk by land, and thence are forwarded partly by navigable rivers: but, owing to frosts, rapids, and other obstructions, the merchants often prefer the conveyance by sledges in the winter, and arrive at Kiakta about February. In their

* Mr. Coxe says, the exportation of raw silk is prohibited under pain of death. It is certain that raw silk is taken in at Canton by our East-India company's ships, and, I presume, not clandestinely.

return, the season, and also generally the courses of the rivers, being more favourable, navigation is usually preferred wherever practicable. This, as it is apparently the greatest and most extensive, is also the most distant, inland trade that ever was conducted by the merchants of two nations without the intervention of those of intermediate countries*.

The following is an Account of the vessels belonging to the British dominions, with their registered tunnage and usual number of men, on the 30th of September 1795.

	Vessels.	Tuns.	Men.
England	10,827	1,207,898	84,950
Scotland	2,013	142,624	11,690
Ireland	1,099	58,778	5,598
Colonies	2,411	148,840	12,127
Guernsey, Jersey, &c.	159	11,265	1,079
Mann	219	5,046	1,023
Total	16,728	1,574,451	116,467

There were built and registered in the several ports of the British dominions, in the course of this year,

719 vessels measuring 72,181 tons.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	£3,535,184	0	0
from the custom-house in Edinburgh, no remittance.			
the West-India duty of four and a half per cent	34,176	14	0
Total net revenue of the customs of Great Britain	£3,569,360	14	0

There were coined at the mint, in the course of this year,

10,560 pounds of gold, value	£493,416	0	0
and 94 lb. 8 oz. 10 dwt of silver, value	295	5	0
	£493,711	5	0

* For this account of the Russian commerce with China, I am chiefly indebted to Mr. Coxe's *Account of the Russian discoveries*, part ii, cc. 2-6.

The following is an Account of the number of vessels with their tonnage and men, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1795.

ENGLAND.											
Inward.						Outward.					
Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.
46	5,562	304	550	99,073	5,761	196	39,598	1,982	444	81,507	4,574
551	135,557	6,163	5	1,100	53	434	104,407	4,882	14	3,502	161
4	514	30	2	370	19	2	225	11	2	482	25
94	20,854	929	..	..	..	66	14,957	706	2	406	10
75	10,201	540	137	18,184	1,081	65	10,878	569	119	15,157	935
11	2,161	105	5	1,189	65	16	3,403	175	1	265	12
292	61,331	2,889	310	47,450	2,267	175	30,575	1,882	306	42,346	2,209
67	14,326	615	39	10,353	477	30	7,081	344	31	8,244	408
136	27,812	1,539	66	9,112	480	163	25,830	1,396	163	24,634	1,326
10	1,020	62	30	6,188	284	23	3,005	175	60	10,330	549
82	14,278	615	156	31,899	1,436	69	12,195	638	236	41,308	2,066
37	4,017	390	93	12,092	666	8	817	51	21	3,772	210
..	..	..	64	7,988	503	..	..	..	14	1,606	100
11	2,586	135	188	19,401	1,293	7	627	41	81	5,977	501
320	41,274	2,497	35	4,100	202	193	25,929	1,584	88	14,632	872
14	1,056	70	3	274	18	4	353	21	2	190	13
1	369	19	1	118	9	1	115	8	10	5,856	414
193	25,336	1,444	73	10,459	678	110	12,298	763	66	9,491	594
12	1,801	101	..	..	..	8	1,021	66	1	150	6
8	1,870	109	..	..	..	25	3,345	201	..	..	..
23	3,119	202	1	310	16	78	9,946	617	23	3,737	216
..	..	..	1	130	11	..	..	..	..	..	..
40	6,986	356	3	470	22	14	2,453	143	6	873	50
5	605	31	..	..	..	6	841	53	2	334	17
4	503	29	..	..	..	..	..	..	..	..	..
3	411	25	..	..	..	..	..	..	..	..	..
19	5,809	329	4	706	53	2	226	14	6	1,012	68
15	1,730	94	1	200	14	8	1,683	99	10	906	58
7	1,227	65	73	10,154	539	5,109	448,409	26,754	..	..	..
4,607	427,241	25,401	..	..	..	269	9,977	775	2	143	13
227	9,354	770	..	..	..	508	30,482	2,203	..	..	..
399	26,302	1,921	12	1,574	90	34	9,135	1,249	..	..	..
37	10,185	1,370	..	..	..	33	8,333	725	450	90,327	4,771
28	6,071	477	..	..	..	10	2,113	150	..	..	..
12	2,103	119	367	74,222	3,682	234	30,783	2,113	..	..	..
182	25,457	1,551	..	..	..	3	786	85	2	246	16
3	793	70	..	..	..	3	599	42	..	..	..
2	496	26	..	..	..	5	1,407	67	..	..	..
7	1,786	92	..	..	..	409	112,057	7,953	10	2,126	128
585	144,198	8,145	..	..	..	2	578	56	..	..	..
22	3,980	537	1	300	16	47	34,719	4,014	1	370	20
64	46,299	5,617	..	..	..	2	711	54	..	..	..
..	..	..	..	..	..	101	18,231	2,268	..	..	..
14	2,126	194	3	430	31	7	820	50	..	..	..
4	390	24	..	..	..	..	..	..	..	..	..
..
8,273	1,112,263	65,893	2,217	369,440	19,821	8,476	1,030,038	64,082	2,180	370,238	20,356

Countries, &c.
from and to

Denmark & Norway
Russia
Courland
Livonia
Sweden
Poland
Prussia
Dantzick
Germany
Bremen
Hamburgh
Holland
Flanders
France
Portugal
Azores
Madeira
Spain
Canaries
Straits and Gibraltar
Italy
Genoa
Leghorn
Naples
Sicily
Sardinia
Corsica
Venice
Turkey
Ireland
Mann
Guernsey, &c.
Greenland
Southern fishery
United states
British colonies
Hudson's bay
Florida
Honduras
British
Foreign
Asia
New Holland
Africa
Barbary
Cape Verde

Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.
18	1,325	78	166	16,559	1,181	61	7,007	408	69	7,532	496
130	15,958	917	..	..	..	86	10,941	608	..	..	..
69	5,324	353	4	298	28	77	7,381	482	3	238	22
8	762	44	..	..	..	4	455	23	..	..	..
70	11,878	581	7	676	37	19	3,034	161	5	372	24
1	154	8	..	..	..	2	232	15	..	..	..
41	4,039	230	..	..	..	23	2,431	155	7	652	49
3	324	14	6	708	42	..	..	..	..	..	..
..	..	..	1	35	6	..	..	..	..	..	..
..	..	..	1	54	5	..	..	..	..	..	..
24	2,728	174	..	..	..	19	2,063	138	2	370	20
8	1,080	66	..	..	..	13	1,474	96	..	..	..
..	..	..	..	..	..	3	488	36	..	..	..
..	..	..	..	..	..	1	110	5	..	..	..
3	393	22	..	..	..	6	502	36	..	..	..
1,211	70,389	5,892	..	..	..	1,133	58,941	4,894	1	150	6
29	759	90	..	..	..	6	362	30	..	..	..
4	324	14	..	..	..	6	498	25	..	..	..
16	2,613	353	..	..	..	10	2,613	352	..	..	..
5	746	45	15	3,260	160	..	..	..	14	3,015	152
10	1,198	83	..	..	..	35	5,528	370	..	..	..
55	10,108	608	..	..	..	72	12,009	887	..	..	..
4	520	38	..	..	..	1	133	10	..	..	..
1,709	130,522	6,610	200	21,500	1,450	1,585	115,392	8,731	101	12,324	769

A. D. 1795.

The official value of the imports and exports of Great Britain during the year 1795 was as follows.

Countries, &c.	Imported into				Exported from				
	ENGLAND.		SCOTLAND.		ENGLAND.		SCOTLAND.		
	British merchandise.	Foreign merchandise.	Total.		British merchandise.	Foreign merchandise.	Total.		
Denmark and Norway	£127,528	6	6	£26,807	11	10	£15,446	11	11
Russia	1,507,429	5	11	350,548	18	10	47,831	17	11
Sweden	259,120	13	2	35,491	7	1	5,746	5	7
Poland	133,471	13	6	4,036	1	2	74	0	0
Prussia	388,766	19	0	23,744	13	0	273	8	8
Germany	930,929	14	5	89,703	0	4	20,847	16	2
Holland	115,758	4	10	3,828	5	0	80,225	15	6
Flanders	4,287	2	0	..	..	..	..	..	..
France	10,362	11	6	..	..	..	..	..	..
Portugal	799,047	19	9	52,746	7	1	..	..	..
Madeira	5,755	15	16	..	..	..	..	..	..
Spain	977,824	2	11	15,029	10	7	..	..	..
Canaries	15,082	12	2	..	..	..	..	..	..
Straits	4,130	4	10	..	..	..	..	..	..
Gibraltar	13,902	16	6	..	..	..	..	..	..
Italy	513,171	7	10	3,927	19	6	..	..	..
Venice	79,779	9	10	..	..	..	..	..	..
Turkey	84,299	14	6	..	..	..	..	..	..
Ireland	2,386,186	7	7	250,519	6	7	..	..	..
Mann	28,240	0	7	2,887	19	1	..	..	..
Guernsey, &c.	110,225	9	7	20,188	3	8	..	..	..
Greenland	70,127	1	4	..	..	..	..	..	..
United states	1,295,237	12	4	56,899	3	3	..	..	..
British colonies	287,007	16	7	27,693	13	5	..	..	..
British	4,374,199	19	4	21,772	12	6	..	..	..
Foreign	251,805	12	9	31,051	7	0	..	..	..
Asia	5,760,795	15	5	..	..	..	..	..	..
New Holland	14	12	10	..	..	..	..	..	..
Africa	64,755	3	9	..	..	..	..	..	..
Sierra Leone	342	5	11	..	..	..	..	..	..
Prize goods	877,632	15	1	..	..	..	..	..	..
Totals	21,404,360	8	11	268,520	1	10	976,901	19	2

Summary.

[illegible]

1796, February 16th—The Dutch island of Amboyna, with its dependencies, was surrendered to Admiral Rainier, immediately on his arrival there with a squadron of British ships of war and a detachment of the British East-India company's forces from Madras. The government of the Banda islands on the first summons followed the example of Amboyna (March 8th) and both these chief settlements were acquired without firing a gun.

At Amboyna the admiral found 81,112 rix dollars in the Dutch East-India company's treasury, and 515,940 pounds of cloves in their stores. At Banda he found 66,675 rix dollars, 84.777 pounds of nutmegs, 19,587 pounds of mace, and merchandize and stores to a great amount.

Amboyna, the first conquest of the Dutch East-India company in the Indian ocean, though a small island, was esteemed the chief of their possessions in the Molucca islands, and was the capital seat of a government comprehending all the Dutch settlements on the islands of Amboyna, Ceram, Bouro, Amblauw, Manipa, Kelang, Bonoa, Ceram-laut, Noussa-laut, Honimoa or Sapparoua, and Oma or Harocha, the three last of which are known by the general name of the Uliassers. The bay of Amboyna is one of the strongest natural harbours in the world. The soil, though not very fertile, produces most of the tropical fruits; the sago tree and the clove tree being the two principal objects of cultivation, the former of which furnishes the inhabitants the chief article of their subsistence. But that which has ever engaged the principal attention of the Dutch government, was the clove, which though not an indigenous production of Amboyna, has been the staple article of it and the islands of Noussa-laut, Honimoa, and Oma, to which the Dutch government have endeavoured to confine that spice by prohibiting the cultivation of it under several penalties, and extirpating the trees, in all other places under their dominion, and giving subsidies to the petty princes of some islands not belonging to them, in consideration of being allowed to extirpate the clove trees in their dominions. But it is no easy undertaking to counteract the spontaneous bounty of Nature; and the clove trees still grow, and produce their rich spice, in many countries not within the grasp of Dutch monopoly.

The province of Banda, the second of the Dutch governments to the eastward of Batavia, consists of a cluster of six small islands. Neira, the chief of them, has a good harbour, but of difficult access. The most valuable productions of them are nutmeg and mace; and the same system of extirpation has been followed with respect to them in all the adjacent islands, as with respect to the cloves. The nutmegs cost the Dutch company about $4\frac{1}{2}d$, and the mace about $12\frac{1}{2}d$ sterling per pound.

The consumption of spices in Europe, formerly so prodigiously great, as to render the possession of the countries which produced them the

great fountain of the vast wealth and power of the Dutch East-India company, and the cause of much animosity and of many enormities in India, has of late fallen off so much, that the monopoly of the trade is no longer worth preserving at the enormous expense of keeping the islands, every one of which cost the Dutch company much more for its establishment, than it has for many years produced.

April 22^d—The Dutch colonies of Demararay and Iffequibo on the continent of South America were surrendered without any resistance to the British forces under General Whyte and a few ships commanded by Captain Parr. They contained at this time 156 plantations, and 20,600 negroes: but the cultivation was soon carried to a much greater extent by the capital and enterprise of British planters.

May 25th—The island of St. Lucie in the West-Indies, which was taken from the French in the year 1794, and retaken by the French inhabitants in 1795, was now again reduced to the British dominion, after a strenuous resistance on the part of the French, by the forces under General Sir Ralph Abercromby and Admiral Christian.

March 24th—The following acts of parliament were continued for limited times, viz.

The act permitting the importation of lumber from the British provinces in America, free from duty, to continue till 29th September 1802.

So much of the act 8 Geo. I, c. 15, as relates to the encouragement of the silk manufacture, and to taking off several duties on merchandize exported, continued till 24th June 1802.

The act 8 Geo. I, c. 18 to prevent the clandestine running of goods, and the danger of infection thereby, &c. to continue till 29th September 1802.

The act for encouraging the cultivation of coffee, except that part of it relating to the importation and exportation of foreign coffee in the British colonies in America, continued till 24th June 1802.

The act for the free importation of cochineal and indigo, continued till 29th September 1802.

The act for granting bounties on certain species of British and Irish linens exported, and taking off the duties on the importation of foreign yarn made of flax, continued till 24th June 1797.

The act for importing salt from Europe into the province of Quebec, continued till 24th June 1802.

The act for encouraging the manufacture of leather by lowering the duties on the importation of oak bark, when it is above a certain price, continued for seven years more.

The act for encouraging the manufactures of flax and cotton by allowing drawbacks of the duties on soap, &c. used in them, continued till 24th June 1797.

The act for allowing the importation of rape seed, and other seeds producing oil, when British rape seed exceeds a certain price, continued till 24th June 1797.

So much of the act 19 Geo. III, c. 22, as allows a drawback of the duties on rum shipped as stores for merchant vessels, continued till 5th July 1801.

Several clauses of the act 5 Geo. I, c. 11, against clandestine running of uncustomed goods, relating to taking in goods at sea, &c. continued till 29th September 1802.

The act for punishing persons who go armed in defiance of the revenue laws, continued till 29th September 1802.

The act for the free importation of raw hides and skins from Ireland and the British plantations in America, continued till 1st June 1803.

So much of the act 33 Geo. III, c. 61, as imposes duties on spirits made in Scotland and carried to England, continued till 1st December 1802. [36 Geo. III, c. 40]

April 26th—The prohibition of the exportation of rock salt, which had taken place in virtue of repeated orders of the king in council, not being according to law, an act was passed for indemnifying all persons, who had been concerned in advising it, or carrying it into execution. His Majesty was also authorized to prohibit by proclamation, or order in council, the exportation, or coasting carriage, of rock salt, at such times, and with such exceptions and regulations as he should think proper. [c. 53]

The port of Scarborough in the island of Tobago was made a free port for the admission of foreign single-decked vessels for the importation and exportation of the same goods, and under the same regulations, which were formerly enacted for the free ports in Jamaica and some other islands in the West-Indies. [c. 55]

The ports of Barnstaple, Biddeford, Bridgewater, Bridport, Cardiff, Cardigan, Carnarvon, Fowey, Newhaven, Scarborough, Shoreham, Weymouth, Borrowstownness, Perth, Grangemouth, and Port-Dundas, were added to those appointed by the act c. 21 of this present session (in 1795) for the entry of foreign wheat and other grain imported for the bounties. [c. 56]

The makers of metal buttons having represented, that their manufacture had for many years been a great, and till of late an increasing, branch of trade in this kingdom, and that it had fallen off very much in consequence of stamping buttons of inferior qualities, as if they were of better qualities, and other fraudulent practices, by which the manufacture was in danger of being lost to this country, an act was passed, prescribing the proportion of gold to be put on gilt, double-gilt, and triple-gilt, buttons, &c. and prohibiting the mixture of but—

tons of different qualities, making false marks or invoices, and other modes of deception. [c. 60]

May 14th—The sum of £7,500,000 was raised by a loan, the subscribers to which received £120 in the three-per-cent consolidated fund, £25 in the three-per-cent reduced fund, and a terminable annuity of $\frac{5}{6}$ for $63\frac{3}{4}$ years, for every £100 paid in by them. [c. 74] The capital of the debt thus created amounted to £8,934,200 in the consolidated, and £1,859,625 in the reduced, fund, besides an annual charge of £20,582 : 7 : 6, payable till January 1860*.

Many foreign vessels, the owners of which intended to take the benefit of the acts 35 Geo. III, c. 15 and c. 80, and of the orders in council of January 1795, having been at sea till the time allowed was expired, it was thought proper to authorize the admission of them to entry by orders in council, as a measure conducive to the benefit of the commerce of this kingdom. Those entries were therefor now legalized; and the vessels and their cargoes were placed in the same situation, as if the letter of the law had been strictly complied with. The advisers and conductors of the measure were also indemnified for the legal informality.

It being also thought beneficial to the commerce of this kingdom, under the special circumstances of the commerce of Europe, and particularly of that of the United provinces, to extend the time limited for the entry of vessels, the owners of which might not chuse to send them back to the ports of the United provinces, and of all other vessels belonging to any friendly country, which might be in search of a place wherein to deposit their goods, the parliament directed, that they should be admitted, by order in council, into the ports of this kingdom till the 22^d of February 1797, on the same terms as if they had been within the terms prescribed by the orders in council of 16th and 21st January 1795 †. [c. 76]

Some difficulties having arisen in ascertaining the duties upon mahogany rated by the measure, they were directed to be rated by weight, as follows.

Mahogany of the growth of the Bahama islands, or of the British district in the province of Yucatan in the Bay of Honduras, if imported directly from the place of its growth, to pay 30s. and mahogany, the growth of any other place, or mahogany not imported directly from the place of its growth, to pay £3, per tun of twenty hundredweight; and the whole duty to be drawn back on exportation. [c. 78]

For the encouragement of the manufacture of black-lead melting

* These sums ought to have been £9,000,000, £1,375,000 and £20,625; but were reduced by some of the subscribers being defective in their payments.

† the time was further extended by act 37 Geo. III, c. 12.

pots, the duty payable on the importation of foreign black lead was reduced to one shilling per hundredweight, half the duty being allowed as drawback on exportation. [c. 79]

The distillers being prohibited by the act, c. 2 of this session, from using melasses of the manufacture of this kingdom, it was thought expedient for the benefit of the distilleries, to permit the importation of melasses, either in British or foreign friendly vessels, from any part of Europe till the 24th of June 1796, on paying a duty of 11/7 per hundredweight; and also from any country out of Europe, not belonging to Great Britain, till the 1st of February 1797, on paying a duty of 3/ per hundredweight, if imported by British vessels, and 6/, if imported by foreign vessels. [c. 71]

The laws for the prevention of smuggling being still found insufficient, and goods being frequently landed in the absence of the revenue officers, it was enacted, that no goods whatever, except diamonds, jewels, precious stones, pearls, bullion, and fresh fish, should be landed without the presence of the proper officer, either on Sundays, holidays, or any other days.—The officers of the revenue are directed to take possession of all wines, which have been allowed to lie ten days upon the quay after being landed, to lodge them in the king's warehouses, and there retain them till the duties are paid, together with rent at the rate of sixpence per week for every cask, and charges of removal: and on failure of payment within three months after the wines are warehoused, the officers are directed to sell them for the payment of the duty and charges. [c. 82]

The majority of the partners of the million bank, which was established in the year 1695 by a deed enrolled in chancery, having resolved to discontinue their business, and divide their funds, the parliament authorized the dissolution of their partnership, and prescribed the regulations to be observed for securing the property of dead or absent partners. [c. 91]

May 18th—The sum of £780,000 was raised by a lottery of 60,000 tickets, on which there was a profit to the public of £280,000. [c. 104]

The following acts for encouraging the manufacture of sail-cloth and cordage, were continued till 29th September 1799.

The act 33 Geo. III, c. 17, for encouraging and regulating the manufacture of sail-cloth in Great Britain.

The act 9 Geo. II, c. 37, for encouraging and regulating the manufacture of British sail-cloth, and for securing the duties on foreign sail-cloth imported.

The act 19 Geo. II, c. 27, for securing the duties on foreign sail-cloth, and for charging a duty on foreign-made sails.

Also, the act 6 Geo. III, c. 45, as far as relates to granting a bounty

on exportation of British-made cordage, was prolonged for four years. [c. 108]

The officers of the customs were directed to require no sufferance, warrant, transire, or other document, whatever, nor any fee or gratuity, at shipping, or landing, lime, lime-stone, chalk, sand, marle, or dung, carried by sea from one part of the coast to another. [c. 110]

Arrow-root from the British plantations in America was permitted to be imported in British vessels without paying any duty.—Lintseed cakes and rape cakes were also allowed to be imported from any country whatever in British vessels free from any duty. [c. 113]

‘Whereas the retailing of fish at Billingsgate would be of great public utility and convenience, and tend materially to reduce the exorbitant price of fish,’ all persons are permitted to sell any fish whatever by retail at Billingsgate, as well as elsewhere, on the same day on which they were previously sold *once* before by wholesale; the hour of commencing the retail market, and all other matters concerning it, being under the direction of the lord mayor, aldermen, and common council of London. [c. 118]

May 19th—The navy, victualing, and transport, bills, made out before 31st May 1795, together with the interest due upon them to 30th April 1796, were funded, the holders of them receiving £105 in the five-per-cent fund for every £100. In like manner the holders of such bills made, out after 31st May and before 1st October 1795, received £104 in the same fund for every £100. [c. 122] The amount of the capital thus created was £4,414,074 : 4 : 6.

An additional custom duty of £30 was imposed on every tun of French wine, and of £20 on all other wines, imported after the 17th of April 1796, or which was then onboard any vessel which had arrived before that day, or in any lighter or other craft, or upon any pier, quay, or wharf, or in the repositories of the East-India company, or in any warehouse under the locks of the revenue officers.—An additional excise duty of £30 per tun was also imposed on all French wine, and of £20 on all other wines, which should be found on the first actual survey of the proper officer of excise after the 17th of April in the possession of any dealer in wine, or should be sold by auction, the additional duties imposed by the last session of parliament, or by this act, being unpaid. [c. 123]

Acts were passed for repairing and improving the harbour of Swansea in Glamorgan-shire and that of Great Grimsby in Lincoln-shire; also for several canals in various parts of the united kingdom; and for draining and improving several tracts of marsh land.

The following extracts from the voluminous accounts, annually presented by the directors of the East-India company to parliament, show the state of their affairs on the 1st of March this year.

Mr. Dundas, the president of the board of controul, presented to the house of commons the following

General state of the revenue in India for the year 1794-5.

	Charges.	Interest on Debts.	Revenue.
Bengal	£3,477,396	£399,422	£5,937,93
Madras	1,769,125	8,807	1,775,781
Bombay	697,924	76,072	312,480
	Charges £5,944,445	5,944,445	484,301
	Interest		8,026,193
Add supplies to Bencoolen	74,857		6,503,603
Amount of the net surplus revenues			1,522,590
to which add sales of imports, certificates, &c.			562,177
There remained applicable to the purchase of investments and payment of commercial charges			2,084,767
This sum was disposed as follows.			
Investments, including charges, at Bengal	£1,108,449		
Madras	536,808		
Bombay	166,636		
Bencoolen	26,552		
	1,838,445		
Applied to the purchase of rice and to profit and loss upon internal trade	246,322		2,084,767

Mr. Dundas then proceeded to a general statement of the changes in the state of the company's affairs since March 1795.

The debts in India last year were	£7,305,462		
Ditto this year	6,813,737		
Decrease of debts in India		491,725	
Debts in India bearing interest last year	5,597,299		
Ditto this year	5,328,868		
Decrease		268,431	
Assets in India by present statement	8,867,266		
Ditto last year's ditto	8,807,601		
Increase of assets		59,665	
The company's affairs improved in India			819,821
Assets at home and afloat this year	12,024,312		
Ditto in March 1795	10,413,254		
Increase of assets		1,611,058	
The debts at home were now	7,474,700		
Ditto in March 1795	6,946,323		
Increase of debts		528,377	
which being deducted from the increase of assets, there remains } a net increase of assets at home }			1,082,681
And the company's estate at home and in India appears to have been improved in the } year ending 1 st March 1796 }			£1,902,502

June 8th—The East-India company gave public notice that they would thenceforth allow interest at the rate of *five* per cent upon all their outstanding bonds, though bearing an obligation to pay only four per cent, except those which were ordered to be paid off.

July—Though the extension of the business of throwing, or organizing, silk in this country, begun by the East-India company in the year 1794, combined the important advantages of preserving to the natives of Bengal, a British territory, the demand they had been made to expect for their raw silk, and affording to the manufacturers of this country a supply of thrown silk, independent of foreign (perhaps rival or hostile) nations, with the further benefit of providing employment for thousands of people, mostly women and children, whom the declining state of the broad-silk manufacture had deprived of their usual means of gaining their bread; and it does not appear that it could be detrimental to any, except the few individuals concerned in importing Italian thrown silk, means were found to stir up a violent opposition to ‘the attempt of the East-India company to become manufacturers in ‘Great Britain *.’ But many of the manufacturers, who had been induced to join the opposition, finding that they were acting against their own interest, afterwards used their own judgement, and bought organzine silk, as it suited their fabrics, either at the company’s sales, or from the private importers or silk-men. At first the company’s organzine was thought unfit for any weaving, except in ribands: but now, owing to the improved quality of the raw silk, and superior skill in selecting the silk for throwing, and in the operation of throwing, it was found also useful in the manufacture of farcenets, florentines, velvets, modes, handkerchiefs, &c. and a great number of the principal manufacturers, by a letter dated 5th February 1796, requested the directors to persevere in the measure of throwing their silk, which, besides the advantages already mentioned, ‘may have a tendency to lower the prices of the raw ‘material, and in future to shelter the silk market from the alarming ‘fluctuations that have repeatedly taken place, and probably increase ‘greatly the consumption of the silk manufactures.’ Thus pointedly called upon by the best judges of the value of the commodity, the directors now sent instructions to the Bengal government to extend the annual consignment of silk as far as 4,000 bales, and to pay the most unremitting attention to the quality.

The truly patriotic society for the encouragement of arts and sciences, understanding that Mr. Wislitt, the principal clerk of the warehouses, had been zealously attentive to the promotion of this great national object, testified their approbation of his conduct by the honourable reward of their gold medal.

The Greenland whale fishery has long been carried on with great spirit and perseverance by the merchants of Hull; and they have been in general very successful. This season seventeen ships, which failed

* In the year 1628 the East-India company and their manufacture appears to have been then represented to parliament that they made thirty esteemed a good service done to the nation. See barrels of gun-powder every week at *their own* *V. ii, p. 352.*
powder-mills from the saltpetre imported by them:

from that port, caught 125 whales and 12,640 seals, which altogether produced 1,678 tuns of oil, and 80½ tuns of fins or whale-bone.

August 17th—A Dutch squadron consisting of nine ships, carrying 342 guns and 1,972 men, bound to the Cape of Good Hope in order to attempt the recovery of that important settlement, having put into Saldanha bay, which is about 60 miles to the northward of the Cape town, Admiral Elphinstone, who had got intelligence of them, arrived at the entrance of the bay with seven ships of the line, one fifty-gun ship, and seven frigates and sloops. The Dutch admiral, seeing no possibility of escape, the mouth of the bay being only two or three miles broad, was obliged to surrender all his ships, without any contest, to the British fleet. And the settlement of the Cape continued in the possession of Great Britain.

September 5th—The French Admiral Richery landed at the Bay of Bulls in Newfoundland, and destroyed the fish-stages and other property of the British fishermen and settlers to a considerable amount.

September 3^d—A proclamation was issued, permitting the exportation of all kinds of British and foreign merchandize, except military and naval stores, to the United provinces, the Austrian Netherlands, or any part of Italy, in vessels belonging to any friendly power.

The Dutch government, considering this *indulgence* as a scheme for draining their country of its ready money, issued a counter proclamation, in the strongest terms enjoining their countrymen not to engage in such a trade, and strictly prohibiting the entry of British goods in their ports. They also required the French republic to adopt a similar resolution. But the French, though they had already prohibited the importation of British manufactures, finding it convenient to wink at a clandestine importation of them, were unwilling to follow the example of their allies in enforcing a strict adherence to a line of conduct, which, it is said, they themselves recommended to them. At last, on the Dutch threatening to withdraw their prohibition, the French government not only prohibited the importation of British merchandize, but also ordered, that all British goods, which were already in the country, should be exported, and that all persons attempting to evade the prohibition should be stigmatized in the public papers as *brokers of England, and destroyers of French industry* (November 2^d).

In the course of this season the French had been enabled to detach from the alliance, formed against them, the king of Sardinia, the dukes of Parma and Modena, the pope, the king of Naples, and all the other princes and states of Italy, and some of those of Germany. They stipulated with the king of Prussia a line of demarcation in Germany, beyond which the armies of France should not extend the operations of war, provided the states thereby exempted from their hostilities recalled their troops from the armies allied against them, furnished no pecuniary

contributions for the continuation of the war, and preserved in all respects a strict neutrality. And Spain, already detached from the confederacy, engaged now to take an active part in the war against Great Britain *. The French government in their treaties with all those powers stipulated the most favourable terms for the commerce of France; and they expressly insisted on an exclusion of British vessels from their ports as the condition of their pacification with some of them. As they rightly considered the British commerce as the feeder and support of the war, they took possession of the port of Leghorn, the capital station of the British trade in the Mediterranean sea, and seized all the British property found in it.

The ports of all the continent of Europe were now shut against the admission of British merchandize by authority of their sovereigns, except the British port of Gibraltar, those of Turkey, Portugal, Germany, and the three northern powers; notwithstanding which, the accounts of the inspector-general show a greater amount of British and foreign merchandize exported in this year †, than there ever was in any preceding one, which proves that they had found their way into the forbidden countries in spite of the most rigorous prohibitions. And, indeed, the custom-house entries of shipping show that many vessels actually sailed from the ports of Great Britain for those countries.

For some time past there had been much coolness between the two great republics of France and America. The French charged the government of the United States with conniving at a violation of the laws of neutrality in not resenting the aggressions of Great Britain in seizing their vessels, taking French persons and French property out of them, and even pressing American seamen to man British ships of war.

At the beginning of the war (9th May 1793) the national convention of France issued orders to their ships of war and privateers to act in the same manner with British property found onboard neutral vessels, as the British cruisers should do with regard to French property: but they very soon after (23^d May 1793) made an exception in favour of vessels belonging to their American allies, which continued to be observed till the seizure of American vessels, loaded with provisions for France, by the British, induced them to rescind it. The American vessels were then liable to be taken on both sides: and they continued in that disagreeable situation, till the French government, being informed that Mr. Jay was sent from America to London to remonstrate against the capture of American vessels by British cruisers, renewed the order in favour of

* On the 5th of October 1796 the king of Spain published a manifesto, wherein he enumerates his grievances, and concludes by saying, that he is forced to declare war against the king of England, his kingdom and vassals: and on the 9th of November the king ordered letters of reprisal against Spain to be issued.

† It is proper, however, to observe that a member of the house of commons objected to the accuracy of the account of exports of this year, and pointed out particularly the article of coffee exported to the incredible value of six millions; and that Mr. Pitt allowed, there might be a mistake in that article.

the Americans. But when they found that his remonstrances had not had the effect they looked for, and moreover saw a treaty concluded by him, which they conceived to be very injurious to their interests, they again (2^d July 1795) decreed, that their conduct to neutral flags should be regulated exactly by that of their enemies: and they openly expressed their displeasure against the Americans, whom they accused of ingratitude to their best friends; as if the assistance given them in the revolutionary war by the old government of France had proceeded from friendship.

Mr. Adet, the ambassador from France to the United States, had presented a remonstrance (29th September 1795), wherein he insisted on the mutual duties of neutrality. Having received no answer, he made several further applications (29th March, 8th April, and 20th April, 1796) to none of which he got any answer. In his last note (27th October 1796) he observed, that 'neutrality no longer exists, when, in the course of the war, the neutral nation grants to one of the belligerent powers advantages *not stipulated by treaties anterior to the war*, or suffers that power to seize upon them.'

To this note Mr. Pickering, the American secretary of state, replied (3^d November 1796) that by the treaty of 1778 with France it was expressly stipulated, *that free ships should make free goods*; that the Americans, being now at peace, have the right of carrying the property of the enemies of France; and that the French cannot expect that they should gratuitously renounce that privilege, merely because it operates to the disadvantage of the contracting party engaged in war. He maintained, that the capture of American vessels, carrying French property, by the British was warranted by the law of nations, and that the special stipulation, contained in the treaty between France and the United States, was 'an exception to an universal rule;' whence it was to be inferred, that France had no right to object against American vessels carrying British property, and that Great Britain had a right to object to their carrying French property.

In about three weeks after the receipt of Mr. Pickering's answer, Mr. Adet (apparently furnished with conditional orders from his government, who could not be but offended at the repeated neglect of his remonstrances) gave notice that the French government had suspended him from his functions: and nearly about the same time the directory refused to receive Mr. Pinckney, who arrived in Paris as ambassador from the United States. Thus were those two republics, whose evident interest it was to preserve a mutual friendly intercourse, apparently on the eve of plunging into hostilities.

The French government, encouraged by the discontents prevailing in Ireland, projected an invasion of that country, which supplies the British navy, the chief object of their apprehensions, with almost all

its provisions, and a considerable number of its seamen. The expedition, which was intended to have taken place early in the summer of this year, was prevented by a variety of circumstances from sailing till the 10th of December, a most unpropitious season to attempt a debarkation of forces, which requires fine weather and long days. The weather happening to turn out uncommonly boisterous, the ships were separated soon after they left the port, and never re-assembled again. The admiral arrived in Bantry bay, near the southern extremity of Ireland, on the 24th. But the general, who alone had been entrusted with the orders of the government, never got thither; and, consequently, nothing could be done. Therefor, after waiting a few days in expectation of the general and the rest of the forces; the admiral returned to Brest, where he arrived on the last day of the year: and the rest of the fleet, except three which were lost at sea, one taken, and one destroyed, returned at different times. And thus ended the invasion of Ireland.

November 11th—The act, 36 Geo. III, c. 3, (in 1795) for importing corn and other articles of provision, was continued in force till the expiration of six weeks after the commencement of the next session of parliament. The king was empowered to suspend all, or any of, the provisions of this act, by proclamation or order in council, during the recess of parliament. And the commissioners of excise were empowered to allow imported corn and flour of all kinds, which should be found damaged and unfit for making bread, and therefor not entitled to any bounty, to be used in making starch, hair-powder, and blue, or in the distillery, till the 1st of February 1797. [37 Geo. III, c. 7]

The act, 35 Geo. III, c. 100, for permitting the importation of Italian organzined silk from Italy, and all sorts of flax and flax seed, was now continued in force till the conclusion of the war. [c. 8]

November 12th—The navy, victualing, and transport, bills, made out before the 27th of October 1796, and exchequer bills made out by virtue of an act 36 Geo. III, c. 31, together with the interest due upon them, were funded. The navy, victualing, and transport, bills, were divided into four classes according to their dates, and the proprietors of them had their option of receiving funds for them in any of the following proportions and varieties, for every £100 of their principal and interest, viz.

Bills dated	Three-per-cent cons.	Four-per cent.	Five-per-cent.
before 1 st January 1796 . .	£178 11 5 . or	£138 17 9 $\frac{1}{4}$. or	£119 0 11 $\frac{1}{2}$
1 st January to 30 th April . . .	176 19 9 $\frac{1}{4}$. or	137 18 7 $\frac{1}{4}$. or	118 6 10 $\frac{1}{2}$
1 st May to 31 st July	175 8 9 . or	136 19 8 $\frac{1}{2}$. or	117 12 11 $\frac{1}{2}$
1 st August to 27 th October . .	173 18 3 . or	136 1 1 . or	116 19 2
The exchequer bills	176 19 9 $\frac{1}{4}$ or	137 18 7 $\frac{1}{4}$. or	118 6 10 $\frac{1}{2}$

[c. 9]

The amount of the additional funds, created by these operations, was

	Three per-cent cons.	Four-per-cent.	Five-per-cent.
for navy, victualling, and transport, bills	£16,438,175 5 0 ..	£764,861 5 10 ..	£2,030,596 7 2
for exchequer bills	1,692,699 4 4 ..	104,432 5 8 ..	270,202 4 8
	£18,437,874 9 4	£869,293 11 6	£2,300,798 11 10

December 23^d—The sum of £18,000,000 was raised by an open loan, the subscribers to which received for every £100 paid in by them £112 : 10 : 0 in a new five-per-cent fund, which, from the ardour wherewith the subscription was filled up, received the name of *Loyalty*. It was stipulated, that, at the expiration of three years after the other five-per-cent fund shall have been totally redeemed, or bought in, the public shall have a right to redeem the annuities created by this loan; and also, that, at the expiration of two years after the definitive treaty of peace, the proprietors shall have the option of receiving payment of their capital, or converting it into a three-per-cent fund at the rate of £133 : 6 : 8 for every £100 of the five-per-cent capital, or, in other words, receiving three-per-cents at the price of £75. [*c.* 10] The capital of the debt thus created amounted to £20,124,843 : 15 : 0*.

December 28th—Additional duties of excise were imposed on the following articles, viz.

Estates, annuities, reversions, farming stock, ships or vessels, sold } by auction, for every pound of the amount }	£0 0 2½
Furniture, fixtures, pictures, books, horses, carriages, &c. for ditto	0 0 3
Bricks made in Great Britain, for every thousand	0 1 0
Cacao nuts, the produce of British colonies, per hundredweight . .	0 0 9
Ditto, the produce of foreign colonies, ditto	0 2 6
Home-made spirits, a variety of duties	
Brandy and other foreign spirits, not produced in the British col- } onies, per gallon }	0 0 10
Rum and other spirits, produced in the British colonies, per gallon	0 0 8

The brandy, rum, and other spirits, if above proof, to pay double duty.

Tea sold at the sales of the East-India company at or above the price of 2/6 per pound, to pay an additional duty of ten per cent on the amount of the sale.

The duties on cacao nuts and tea were made to commence on the 7th, and the duties upon all spirits home-made or imported, on the 9th of December.

The duty on bricks was allowed to be drawn back on exportation to any foreign country whatever, and the duty on tea on exportation to Ireland or the British colonies in America. [*c.* 14]

Additional custom duties were imposed on the following articles, viz.

Muscovado sugar of the British colonies, per 112 pounds	£0 2 6
Sugar imported by the East-India company, . . ditto	0 2 6
All other sugars ditto	0 5 0

These duties were made to commence on the 9th of December.

The whole of the additional duty now imposed on muscovado sugar is allowed to be drawn back on exportation: and, in consideration of the duty, an additional drawback, or bounty, of 2/6 per 112 pounds is allowed on the exportation of ballard, refined, ground or powdered, sugar, refined loaf sugar broken in pieces, and sugar-candy, and of 4/

* It ought to have been £20,250,000, had not some failures in the payments reduced it.

on refined sugar in the loaf or whole, if they are made from British sugars imported after the 7th of December 1796.

An additional duty of 3/7 per thousand was laid on all bricks imported.

From the date of passing this act an addition of ten per cent was charged upon the amount of the custom duties payable on brimstone, hemp, iron in bars or unwrought, and slaves, imported from any part of Europe; and an addition of five per cent on all custom duties payable on all other goods imported, exported, or carried coastways; except those on wine imported and coals carried coastways, and the new duties imposed by this act *. [37 Geo. III, c. 15]

The acts establishing the rates of postage were repealed; and the following rates were fixed for single letters carried by the post in England and Wales.

For a distance not exceeding	15 miles	3 pence
Above 15, and not exceeding	30	4
Above 30, and not exceeding	60	5
Above 60, and not exceeding	100	6
Above 100, and not exceeding	150	7
Above 150 miles		8

An addition of one penny was laid on all postages in Scotland.

Single letters by the packet to Lisbon	} one shilling.
Ditto to the British dominions in America	

Double and triple letters are charged in proportion, no letter being rated more than triple, unless it weighs one ounce, in which case it is charged quadruple, and, if more than one ounce, a single postage for every quarter of an ounce.

The regulations of the act, 35 Geo. III, c. 53, for carrying the letters of non-commissioned officers and private soldiers and seamen, and also covers containing only patterns and prices of goods, at low rates of postage, were not altered any further than the later were affected by the increased rates. [c. 18]

The king was empowered to issue orders, with the advice of his privy council, for regulating the trade with the Cape of Good Hope, so as nothing be done to infringe the privileges belonging to the East-India company. [c. 21]

In virtue of the act, 35 Geo. III, c. 127, exchequer bills to the amount of £910,000 had been issued to several persons connected with the islands of Grenada and St. Vincents, whereby they had been very

* The reader is requested to observe, that only such duties as immediately affect commerce are noticed; and that many duties affecting consumption or expenditure, such as those upon houses, post horses, stage coaches, servants, dogs, licences

for retailing sundry articles, licences for using certain articles, and a variety of stamp duties, are omitted, as not coming within the plan of this work.

much benefited and relieved, and general advantages had also been communicated to the owners of plantations in those islands and the merchants connected with them. But the long continuance of the troubles having prevented many proprietors from restoring their plantations to a productive state, and hindered others connected with the islands from being able to procure, and offer, the securities, required by the act to entitle them to a loan of exchequer bills, it was now thought expedient to authorize the commissioners appointed by that act to extend the time for payment two years longer than the act allowed, and in some cases to accept payments by three equal installments on 5th July 1799, 10th October 1799, and 5th July 1800. And in order to afford further relief to the persons connected with the islands of Grenada and St. Vincents, the lords of the treasury were authorized to pay £600,000 to the commissioners, who were directed to advance such sums, as they should think proper, to persons connected with those islands, whether they had already received any of the exchequer bills or not, which should be repaid, with interest at five per cent, by three equal installments on the days appointed for the three repayments of the exchequer bills in certain cases. These advances of money were directed to be made on the same terms and conditions, which were prescribed by the act for advancing exchequer bills, and also on the security of mortgages on unincumbered plantations to an amount not exceeding the average value of the produce for two years, the consignee of the produce in Great Britain also becoming bound for the repayment. [c. 27]

By the exertions of the French government many of the choice spices and other fine fruits, which used to be supposed peculiar to the Oriental regions, were transplanted to their botanic garden in the Isle of France, and thence to their West-India settlements. The nutmeg trees carried to Cayenne having been unfortunately all male plants, no fruit was ever produced from them. But the clove trees succeeded better in that province, and rewarded the industry of the planters with considerable crops.

Mr. Buée, a planter of Dominica, who had already naturalized the cinnamon tree in that island, and made trials of several valuable exotic plants, having received a present of three young clove trees, with printed directions for the cultivation of them, from a friend in Cayenne in the year 1789, and having afterwards purchased some more plants at Martinique, and several thousand seeds of cloves, set about making a plantation of those trees, which now began to repay his persevering industry and attention with the prospect of very valuable returns; for some specimens of his cloves, sent home by him, could not be distinguished by good judges in London from those of the East-Indies. Mr. Buée also sent home a narrative of his successful manner of cultivating

the clove tree, which, by order of the committee of the privy council for trade, was printed for the purpose of rendering the knowlege of that valuable tropical production as general as possible in our West-India colonies *.

As a continuation of the accounts I have given of the exports of the United states of America in the years 1790-1793, (See above p. 326) I here insert accounts of those of the three succeeding years, together with brief notices of the state of the principal trading towns of America at this time, and some other articles of commercial information respecting the United states.

The total value, in dollars, of the exports of the United states was, in the years ending 30th September

	1794	1795	1796
	33,026,233	47,989,472	67,064,097
Of the above exports there were from			
New Hampshire.....	164,217	246,364	
Massachusetts bay.....	5,292,244	7,218,908	9,949,345
Connecticut.....	712,764	819,465	
New York.....	5,435,420	10,300,642	12,288,027
New Jersey.....	58,154	130,814	59,227
Pennsylvania.....	6,643,890	11,518,260	17,549,141
Delaware.....	207,985	158,041	201,142
Virginia.....	3,320,636	3,490,043	
North Carolina.....	321,587	492,161	
South Carolina.....	3,869,015	5,984,198	

This astonishing increase beyond the exports of the immediately preceding years was occasioned in some measure by the augmented population, production, trade, and capital, of the United states. But a great part of it must be ascribed to the increased importation of West-India produce, which was carried to America for the purpose of being re-shipped for Europe in neutral bottoms. And a much greater proportion of it was occasioned by the prodigious increase of the price † of corn, the chief article of American exportation, which the abstraction of the European agricultural peasantry for the armies and navies of the belligerent powers, and the vast consumption and waste of those armies and navies, together with the increased danger and expense of carrying corn by sea, have rendered dreadfully scarce and enormously dear in many parts of Europe. Thus has the war in Europe turned out a mine

* It has been supposed, that the spices of the East owe their high aromatic flavour to the heat of the subterraneous fires in the islands, which produce them, and that consequently there is little chance of their succeeding equally well in other countries in the same climate, which have not that dangerous advantage. Mr. Gentil, in his account of the productions of the Isle of France, observes that the nutmeg requires an arid spongy soil, composed of cinders, lava, and other volcanic matter, with a very hot atmosphere, and frequent rains.

The Molucca islands possess these qualities, so necessary to the perfection of nutmegs, which, from the want of them, will not succeed equally well in the Isle of France. Time must determine whether these opinions are well founded.

† It is proper to observe that the sums in these accounts are made up from the selling prices, there being no established official valuation in the custom-house accounts of America, as in those of Great Britain.

of gold and silver to the United States of America: and it will require the greatest exertions of prudence and vigilance to prevent the sudden influx of money from being attended with the evils, which seem naturally to attend the possession of other mines. This sudden inundation of nominal wealth (for guineas and dollars are but the representatives of real wealth) must introduce a stile of living, and a turn of thought, utterly inconsistent with agricultural and mercantile prosperity, and destructive of the simplicity of manners and frugal habits, which heretofore rendered America so respectable in the eyes of the discerning part of Europe. It must raise the nominal price of provisions, and consequently of labour, to a height incompatible with the improvement of the country, and subversive of the incipient manufactures, many of which were at this time actually destroyed by it. And it must introduce, instead of patient and persevering industry, a fondness for speculation, money-jobbing*, stock-jobbing, and land-jobbing†. The wise

* One effect of the fondness for money-jobbing is the excessive multiplication of small banks in almost every part of the country.

† The following specimen of the spirit of land-jobbing presents a miniature picture of the famous South-sea bubble, and the other impostures of that æra of insatiation.

Independent of the ordinary trade of the merchants of all countries, they [the merchants of Boston] indulge very much in speculation; and speculation is the favourite passion of the inhabitants of New-England, who generally feel a more active desire than the people of the South to acquire large and rapid fortunes; whether that disposition be, or not, the consequence of their more enterprising character.

But their speculations are not always successful: and at this moment [1797] considerable sums are about to be lost at Boston by the sale of the Yazow lands in Georgia, which the late legislature of that state have thought it their duty to annul. From the following circumstances some idea may be formed of the extravagance with which the New-England speculators, and particularly those of Boston, engaged in that business. The original price of those lands, as I have before observed, was about one cent, or a hundredth part of a dollar, per acre; and they have been sold at Boston so high as twelve, and I believe even higher. Two or three agents of two of the four companies, who had obtained those lands from the state, came to Boston with their title-deeds empowering them to sell. They opened a kind of office, to which purchasers flocked in such crowds, that those gentlemen, taking advantage of this inconceivable insatiation, raised the price each day, often twice in the day, for the purpose of more strongly exciting the general eagerness and taking away all time for reflection. There were sales and sub-sales without number. Some of them were se-

cured by a stipulation of responsibility on the part of the sellers, who engaged to give possession of the lands: but few of the numerous bargains were attended with this clause; almost all being concluded on the bare security of the titles, without any power of coming upon the venders. In many instances the purchases were made partly with ready money, and in all cases with notes payable at different periods. These notes were dexterously put into circulation by the venders, and the purchasers now find themselves disappointed of the lands, while a great part of their notes are gone out of the possession of those to whom they had given them. Every class of men, even watch-makers, hair-dressers, and mechanics of all different descriptions, eagerly ran after this deception, in which Boston has sunk above two millions of dollars. Some of the buyers declare that they will not release their notes, and have even announced their intention in the public papers: but this is nothing more than a menace resulting from anger and indignation. The notes have, in great part, passed into other hands: they have been received by persons wholly unconnected with that speculation, and who cannot be excluded from payment without a most glaring act of injustice, which must materially impair the credit of those who originally gave the notes. The courts of justice moreover would decide against them: and thus, after considerable trouble, they must at last make good the payments, and be content to remain destitute of lands.

Many of the purchasers, whose notes were not gone out of the hands of the venders, have compromised matters with them by discounting the notes at half their value, but in ready money, and retaining their claim to the lands so far as the sellers can make it good. But this amounts to a nullity; for the original agreement will never be confirmed, it being a fraudulent transaction,

will consider this glut of wealth as only a temporary golden shower, which must blow over when the war is ended: and then it will be seen, that, while some prudent citizens of America have really been benefited by it, great numbers of rash and imprudent speculators have been ruined by that very overflow of money, which, they flattered themselves, would make them happy and independent.

That the prodigious increase of the money amount of the exports is more owing to the advance of price than to a real increase of the quantity of exportable commodities, some of the chief of which have actually diminished, will appear from a comparison of the quantity of the principal articles exported in the years 1792 and 1793 (see p. 327) with the following

Account of the quantities of the principal articles of American produce, exported from the ports of the United States, in the years ending 30th September

	1794	1795	1796
Flour barrels	828,405	687,369	725,194
Tobacco hogsheads	80,158	61,050	69,018
Pot-ashes and Pearl-ashes tuns	7,191	4,990	5,084
Fish, dried quintals	418,907	400,818	377,713
Fish, pickled barrels	36,809	55,999	87,558
Whale oil gallons	970,628	810,524	1,176,650
Spermaceti oil —	82,493	80,856	164,045
Spermaceti candles boxes	5,162	5,997	4,438
Wheat bushels	696,797	141,273	31,226
Corn of all other kinds . . barrels of 180 lb	1,727,648	2,187,831	1,329,216
* Indigo pounds	391,997	771,776	915,635
Tar, pitch, rosin, turpentine barrels	72,552	132,876	138,346
Rice tierces	102,026	138,526	131,039
Beef, pork, bacon barrels	156,072	201,133	167,526
Butter firkins	36,932	28,389	34,065
Horned cattle, horses, mules number	6,940	6,535	11,626
Sheep, hogs —	14,990	11,416	12,993
Leather pounds	746,853	1,819,224	127,044
Shoes and boots pairs	99,009	160,327	220,724
* Cotton pounds	5,055,400	10,111,921	6,106,729

‘and comprizing millions of acres, that did not belong to the state of Georgia, which sold them.

‘Thus many speculators in Boston and other parts of New-England have been either entirely ruined, or at least materially injured in their fortunes, by that speculation. If one could without regret behold the ruin of so many honest men, who fell victims to their own credulity, one might enjoy this disappointment of a set of speculators, who were sufficiently greedy to purchase, without examination, without reflection, and with the sole view of exorbitant gains in Europe, tracts of land at the distance of nine hundred miles from their home, while their own country presented them with more honourable, and especially more simple, means of acquiring a fortune, or increasing that which they already

‘possessed. But it is intolerably mortifying to see that the four land companies of Georgia, who bear the entire guilt of the iniquitous bargain, are enriched by their villany; and that their perfidious dexterity in this train of corruption and deceit has thus thrown into their hands several millions of dollars, for which they neither have given, nor are capable of giving, any equivalent to those of whose folly they have taken the advantage.’ [*Travels in the United States of America by the duke de la Rochefoucault Liancourt, V. iii, p. 344 English translation.*]

‘* The indigo and cotton are partly imported, and partly produced in the country. The cultivation of indigo in the southern states has fallen off very much, and, on the other hand, that of cotton had become a great object, especially in Georgia.

The Spanish dollar is the only foreign coin legally current since the year 1795: all other coins of gold and silver are received by weight.

Though Portsmouth, the only port of entry in the state of New Hampshire, has a very good harbour capable of receiving large vessels, the commerce of the town, which is chiefly with the French sugar colonies has declined of late, and its principal trade now consists in building vessels for other places. The vessels belonging to this port in the year 1796 measured 14,990 tuns, whereof 1,450 tuns were employed in the coasting trade and fisheries, and the remainder in foreign trade.

Salem in Massachusets's bay is a handsome town, containing about 10,000 inhabitants, and increasing. Though the harbour be small and partly dry at low water, the spirited trade of the inhabitants this year employed 150 vessels measuring about 20,000 tuns. No fewer than twelve of these vessels were engaged in the trade to the East-Indies; and the rest, except fifty employed in the coasting and fishery, trade to most parts of the world, many of them being employed in carrying the produce of Virginia and South Carolina to market.

Boston, formerly esteemed the capital of British America, is almost surrounded by the sea, and has a bay or harbour fludded with island, which embarrasses, and defend, the entrance of it. This city carries on a flourishing trade to most parts of the world, which this year employed about 90,000 tuns of shipping. The exports of Boston in the year 1792 amounted to 1,159,004 dollars; and they increased by an annual augmentation to 4,255,688 in the year 1795, in which year 725 vessels arrived from foreign ports. Boston pays 12,958 out of 159,759 dollars raised by the state of Massachusets's bay for the expenses of government.

Newport in Rhode island, before the revolution war, contained about 10,000 inhabitants. It now contains only about 1,000 indifferent houses and 5,000 inhabitants. The trade of this place has lately begun to revive. About a dozen of vessels trade to Europe, and two or three to the coast of Africa, whence they carry slaves to Georgia and the West-India islands. But the greatest number of their vessels are small, and employed in the coasting trade.

Providence in Rhode island rose upon the decline of Newport during the war, and has now many very good houses. A distillery in this town is said to be the most extensive in America. At its iron works, which are also very considerable, cannons, anchors, nails, &c. are made for exportation. This year there belonged to Providence 142 vessels, measuring about 14,500 tuns, which traded to the East-Indies, the north-west coast of America, Africa, whence they also carry slaves to Georgia and the West-Indies, Denmark, Germany, and France. The value of the exports in 1795 was 1,400,005 dollars; but in no preceding year did they ever amount to 1,000,000.

New York is in all respects the second city in America, Philadelphia

being universally allowed to be the first. It consists mostly of good houses, especially in that part near Hudson's river, which has been rebuilt since the war. By the census in the year 1790 the inhabitants were found to be 30,148 free people and 2,180 slaves. This year its population was reckoned above 50,000; and it will probably continue to increase. It has an excellent harbour, in which large vessels can load and unload at the wharfs. None of the towns already mentioned has such an advantageous communication with the interior country, as New York possesses by means of Hudson's river, all those to the eastward, except Connecticut river, having very short courses in comparison with that noble river, which is navigable for vessels of eighty tons as high as Albany, and brings to New York a great share of the produce of Connecticut and Vermont, as well as of its own state, and also a large proportion of the furs and peltry collected by the Indian tribes in the neighbourhood of Lake Ontario. The traders from New York even penetrate to that inland sea in canoes by the help of a portage of a few miles, which is to be superseded by a canal. New York is also the port of exportation for the produce of the eastern part of New Jersey. The foreign trade of this city is almost that of the whole state of New York, an account of which has already been given.

Albany, situated on Hudson's river 165 miles above New York, contained in the year 1796 about 1,100 houses and about 6,000 inhabitants, of whom one third were slaves. In the year 1795 the sittings of the legislature of the state of New York were removed from New York to this city. It carries on a considerable inland trade with a thriving and thick-settled country and with the Indians, the produce of which is partly carried down the river to be sold at New York, and partly exported by the merchants of Albany on their own account: but this branch of their trade, which is not very extensive, is mostly carried on in vessels chartered at New York, the river being, as already observed, navigable for vessels of only eighty tons as high as Albany, though it is capable of being improved so as to carry larger vessels. The trade of Albany is increasing, though several new towns have lately been built higher up the river with a view of intercepting a share of the trade of the fertile districts around it: and these new towns are also thriving.

Hudson, the plan of which was laid out so late as the year 1783, had now increased to about 400 good houses, containing near 3,000 inhabitants, whereof about 200 were slaves. It is advantageously situated on the east bank of Hudson's river 21 miles below Albany, and below the shoals which prevent large vessels from reaching that place. The trade of Hudson is the same as that of Albany with the advantage of possessing larger vessels, which are employed in foreign commerce and the whale fishery; an advantage, which will probably make it, instead of Albany, the chief seat of the trade of the upper part of Hudson's

river, and may in no very long time abstract a part of the trade from New York.

Perth-Amboy, the capital of New Jersey, though possessing one of the best harbours in America, has almost no foreign trade, owing to the vicinity of New York on the one hand and Philadelphia on the other; a proof (if proof were necessary, in contradiction to the opinion of some political writers) that a sufficient extent of back country, and a sufficient distance from other principal ports, are more necessary than a good harbour, and even other local advantages, to the commercial prosperity of a town.

Philadelphia, which has long been the commercial capital, as well as lately the seat of government, of America, may, for regularity of plan and general appearance of elegance, vie with many of the capital cities of Europe, few, or perhaps none, of which can come into any degree of comparison with it for a liberal and enlightened system of police. In the year 1790 the population was reckoned at 42,000 persons; and though 4,000 were swept away by the yellow fever in 1793, it was supposed now to contain about 60,000 people. Philadelphia, like New York, has the advantage of being situated on the side of a great river, which conveys to it the produce of an extensive, fertile, and populous country. It has the additional advantage, in point of central situation with respect to the country connected with it, and safety from the attacks of enemies, of being farther removed from the sea, and having at the same time an easy access for ships of the greatest burthen, and a depth of water, which permits those large ships to lay their sides to the wharfs, without ever touching the ground. The inland trade of Philadelphia extends to all the back country to the distance of seven or eight hundred miles. Its foreign trade is that of the whole state of Pennsylvania, the amount of which is already stated, and also that of Delaware, and the west side of Jersey. The duties on the tunnage of vessels, and the customs on imports and exports, in the year 1795 amounted to 2,961,204 dollars, being above the half of the whole sum collected in these branches of revenue by all the United States. In 1796

635 square-rigged vessels and 990 boom-sail vessels arrived; and 668 ————— and 1,015 ————— sailed.

Philadelphia, besides exporting the produce of the interior country connected with it, and some share of the furs and peltry obtained by trading with the Indians, ships for Europe a considerable quantity of the produce of the agriculture and fisheries of the other states, and also re-exports the tea and other goods brought from China and India, and, since the commencement of the present war, a large quantity of West-India produce, as will appear from the following note of the chief articles of its exports in the year 1796.

Flour * barrels	195,157	Rice tierces	6,265 ⁴
Rye flour ———	50,614	Tobacco hogsheads	3,437
Indian meal ———	223,064	Train oil gallons	37,726
Indian corn bushels	179,094	Spermaceti oil ———	7,782
Bread barrels	19,568	Tea pounds	21,600
Ditto kegs	6,010	Pepper ———	244,552
Beef barrels	6,860	Spices, value in dollars	116,086
Pork ———	12,029	Sugar pounds	12,969,916
Hams pounds	1,082,690	Coffee ———	21,002,300
Timber, boards and lumber of all kinds		Cacao ———	161,120
Furs, value in dollars	47,713	Cotton ———	911,325
		Indigo ———	99,200

The value, in dollars, of the exports from Philadelphia this year was as follows.

To the dominions of		Denmark	737,287
Great Britain	5,210,079	Italy	521,964
France	4,185,431	Sweden	411,408
Hamburgh, Bremen, Hanse towns	2,981,232	Portugal	138,490
United Netherlands	2,009,100	East-Indies	42,932
Spain	1,265,471	China	40,747

It is worthy of remark that the exports were much greater to the colonies than to any of the mother countries, except Great Britain †.

Wilmington, though it was till the year 1794 the seat of government of the state of Delaware, has almost no foreign trade: and the same may be said of all the other towns on the shores of Delaware bay, they being all too near to Philadelphia to have the opportunity of carrying on any trade, but as subsidiary to it.

Baltimore, though not the seat of government, and though it was, not many years ago, a place of very little consequence, is now the most considerable town in Maryland, and disputes the precedence of commercial importance with Charleston in South Carolina and Boston in Massachusetts bay, Philadelphia and New York being on all hands allowed to possess the first and second rank. Baltimore, ever since the commencement of the present war has been in a peculiarly-rapid state of advancement, and contained in the year 1796 between four and five thousand houses, mostly new and well built. Being the only port of consequence in Maryland, it commands almost the entire trade of that state, and competes with Philadelphia for a share of that of Kentucky, Tennessee, part of Virginia, and the west part of Pennsylvania itself. It is surrounded by about sixty mills for manufacturing flour, which is the chief article of exportation; and thence the great rise of the town dur-

* The following statement of the capital article of superfine flour for several years affords one of many proofs, which might be adduced, that the prodigious rise in the amount of the exports is more the effect of the increase of price than of quantity of produce,

Barrels in 1791	315,785	Barrels in 1794	299,287
1792	433,968	1795	294,011
1793	416,621	1796	195,157

There was also some second flour exported, which never exceeded 5,000 barrels in any of these years.

† The banks of Philadelphia have been already noticed, p. 325.

ing this war, and the advance of the value of its exports from 1,576,588 dollars in the year 1791 to about 8,500,000 in 1796. The town itself is not accessible by large vessels, which lie at Fell's point, a suburb built on a small peninsula, formerly about a mile from the main body of the town, but now almost joined to it by buildings.

Annapolis, the seat of the government of Maryland, had once some commerce, the whole of which is now removed to Baltimore.

It is yet too soon to say any thing of the commerce of the federal city of Washington.

Alexandria in Virginia, a regular and handsome town on the west bank of the Potomack, enjoys a considerable share of the trade of an extensive and fertile back country, the produce of which is shipped for the West-Indies, and partly for Europe. It is somewhat singular, that the bank of Alexandria is the only one in Virginia.

Richmond, the capital of Virginia, situated on the north bank of James river, contained in 1796 about 4,000 white people and near 2,000 negro slaves. The houses have been mostly built of brick, since a great number of them were destroyed by fire. It is the seat of but little trade, the river admitting nothing larger than boats to come up to it, and only small vessels to reach its shipping place, called Rocket's landing, about a mile below the city.

Norfolk, near the mouth of Elizabeth river in the south west corner of Chesapeake bay, had now arisen from the ashes of the total conflagration it underwent in the revolutionary war, to a town of near 800 houses containing almost 4,000 inhabitants, about half the number of its population before the war. Being the only port in the southern part of Virginia, most of the tobacco, corn, flour, lumber, naval stores, and other produce of that state, and of North Carolina, is shipped from Norfolk, which, notwithstanding its unhealthy situation, is, from its commercial advantages, likely to recover its former population and importance.

Edenton, New Berne, and Wilmington, in North Carolina, though each of them is situated on a navigable river, and at some distance from the sea, enjoy but very little trade. The rivers, though navigable for a considerable way up the country, are shallow at their mouths, and of difficult access; and thence the greatest part of the trade of North Carolina is carried on in small vessels, which convey the produce to Charleston and Norfolk, and bring in return supplies of foreign goods from those places.

Charleston, the capital of South Carolina, and the commercial capital of the southern part of America, is a handsome town, consisting mostly of wooden houses, though many, which were destroyed during the war, have been rebuilt of brick, and some few of stone. The population was at this time estimated at above 32,000.

The following is a view of the shipping employed in the export trade of Charleston, and of the quantities of the principal articles and value of the whole, for several years.

Years.	Shipping,		Rice,	Indigo,	Tobacco,	Cotton,	Other articles *,	Total
	Americ.	Foreign,	barrels.	chests	hogsheads.	bales.	value in dollars.	amount, in dollars.
	tuns.	tuns.						
1783			61,974	2,051	2,680			
1784			63,713	1,780	2,303			
1785			65,857	2,163	3,929			
				barrels.				
1792	26,772	35,195	102,335	2,458	5,285	304	440,627	3,834,717
1793	29,197	27,466	89,825	2,271	3,324	336	781,040	3,112,526
1794	42,552	11,770	69,717	2,157	5,018	568	1,929,400	3,869,015
1795	45,096	15,106	84,908	1,217	4,294	971	3,371,891	5,984,198
half of 1796			64,411		1,991	1,501		2,566,619

Savannah in Georgia has long continued to be in some measure subsidiary to Charleston, but has gradually obtained a share of independent trade, which, by the industry of its cultivators, the acquisition of the most valuable article of cotton †, and the spirit of its merchants, is quickly increasing.

Virginia and the states to the southward of it, not having a sufficient quantity of shipping to convey their produce to a market, have been accustomed to depend upon European vessels for freight; and in time of war those of the northern states, which possess more vessels than produce, become in a great measure their carriers.

It is worthy of observation, that no town in America, excluded from intercourse with the Ocean, has ever arisen to eminence. Neither does the possession of a good harbour, unless there be also a convenient navigable communication with the interior country, very much advance the prosperity of a town. The towns of New England, the most ancient in North America, and possessing the best harbours on the Ocean, have never prospered equally with Philadelphia and some other towns of later foundation, which are seated on considerable rivers, the produce being in general too bulky to bear the expense of land carriage.

Lake Ontario, a part of the boundary between the territories of the United States and those of the king of Great Britain, is navigated by half a dozen of armed vessels in the king's service, and a considerable number of vessels, some of them as large as 200 tons, belonging to individuals. In their passage they are usually two or three days out of sight of land; and they steer by the compass, and measure their way

* In this column are included lumber of all kinds, naval stores, peltry, and articles re-exported.

† Since cotton has become an important article, and vast quantities of indigo have been brought from the East-Indies, the planters of Georgia have entirely given up raising silk-worms, and they, and also those of Carolina, have abandoned the cultivation of indigo. In vain the British government

bestowed considerable sums in premiums to push forward these two branches of industry: and the dereliction of them, together with the extended cultivation of cotton, is one of a thousand proofs of the powerful effect of a brisk demand, and the inefficacy of premiums without it, in establishing any branch of trade.

by the log, as in the ocean. The lake is said to abound with fish of a great variety of species, among which are sturgeon and most excellent salmon : and it is thought, that if the fishery of this lake were properly attended to, it might constitute a branch of trade, at least equal in importance to that of the fur and peltry, which has hitherto been the principal, or almost the only, object of attention in the northern parts of America.

Lake Erie, which is also a part of the boundary, is in like manner navigated by several vessels of war, and merchantmen, but not so many as those upon Lake Ontario.

The inhabitants on the British side of the lakes were at this time supposed to be near 20,000. The settlements on the south side were very numerous previous to the evacuation of the forts by the British garrisons, which took place in the month of July this year. The trade of these districts will be an object of competition between the merchants of Canada and those of New York and Philadelphia, wherein the lowest price will have much more influence than the bonds of allegiance to determine the preference ; and, indeed, a very considerable smuggling trade in articles of West-India produce is said to have been already carried on from the United States to the British side of the lakes. The increasing cultivation of the lands lying around those lakes, which are generally fertile, and only want hands, will probably in a short time bring the trade and shipping upon those inland seas to emulate, or exceed, those of the Caspian.

The Congress made some alterations on the duties of customs payable on goods imported, which was to take place on the 1st of April 1797. Those demanded from aliens are about ten per cent (calculated on the duties) higher than those payable by citizens of the United States ; and no foreign nation is favoured more than another. The duties run mostly from ten to fifteen per cent *ad valorem*. A few articles are charged higher : and on some few there are duties intended to operate as prohibitory. Philosophical instruments, and also the books, furniture, clothes, and tools in trade, of persons intending to become residents, are admitted free from duty, as formerly.

In the later end of this year some of the principal towns in America suffered dreadfully by fires. In New York sixty or seventy houses and stores, containing great quantities of goods, were burnt down. In Baltimore a few houses were destroyed. And in Savannah 229 houses, being almost the one half of the compact part of the town, were on fire in the same instant on the 26th of November : and 30 houses were burnt down by another fire on the 6th of December, whereby above four hundred families were deprived of lodging and of property. Several attempts were also made about the same time to set fire to different parts of Philadelphia, which were happily frustrated. It was believed that all these conflagrations were occasioned by wilful incendiaries.

About the end of November Captain Spranger with three ships of war attacked a small settlement or factory, belonging to the French, at Foul point in the island of Madagascar, destroyed the buildings, and carried off some vessels found in the harbour. The place was useful to the French colony of Mauritius in furnishing some provisions obtained by barter from the neighbouring natives of Madagascar.

December 28th—The king in council declared it lawful for all British vessels, and also the vessels belonging to the subjects of any friendly power, freely to enter the port of the Cape of Good Hope, and to trade with the inhabitants, with as much liberty as had been allowed by the Dutch government, and to import and export all kinds of goods, except arms, artillery, and ammunition, and the produce and manufactures of the countries to the eastward of the Cape, the imports and exports of which are reserved exclusively to the East-India company.

The following is an Account of the vessels belonging to the British dominions, with their registered tunnage and usual number of men, on the 30th of September 1796.

	Vessels.	Tuns.	Men.
England	10,961	1,141,085	88,625
Scotland	2,025	145,421	11,473
Ireland	1,078	56,579	5,402
Colonies	2,609	158,799	13,200
Guernsey, Jersey, &c.	180	12,550	1,234
Mann	214	4,864	1,025
Total	17,067	1,519,298	120,979

There were built and registered in the several ports of the British dominions, in the course of this year,

823 vessels measuring 94,972 tons.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	£3,564,724	0	0
from the custom-house in Edinburgh	48,000	0	0
the West-India duty of four and a half per cent	39,033	2	1

Total net revenue of the customs of Great Britain £3,651,757 2 1

There were coined in the mint, in the course of this year,

9,945 pounds of gold, value	£464,680	2	6
and no silver.			

Imported into

Exported from

Summary.

11 10/£30,010,910 10 3

SCOTLAND.

ENGLAND.

0.36m 776 89474 1042 5606 0 0 0 0 0 0 0 0

1797—The manufacturing interest of Great Britain sustained a very heavy, and (as it has since turned out) perhaps an irreparable, loss in the death of Mr. Stephen Dole, the ingenious inventor of a highly-improved kind of weaving machinery, adapted to the manufacture of all kinds of stuffs, from the coarsest to the finest, and from the narrowest to the broadest. The looms may be wrought by the power of wind, water, steam, weights, or animal strength; and they differ from all other weaving machinery in possessing (if I may be allowed the phrase) an instinctive capacity of knowing when any thread of the warp or weft is broken, in which case the loom, wherein such an accident has happened, ceases its motion, while the others, actuated by the same moving power, proceed in their work, thereby calling upon the person attending it to repair the damage, which being done, it immediately goes on as before. Six of these looms may with ease be attended by a girl of fifteen years of age, or an infirm or aged person of either sex.

This invention possesses the important advantage over most other species of machinery for the abridgement of labour, that *the general use of it can give no alarm to the people engaged in the manual fabrication of the goods which may be made by it*, if the art is laid open to the public: for a weaver, who has been accustomed to work upon one loom, may, as the expense of the machinery is moderate, easily set up six looms, to be wrought by weights or any other moving power, and immediately furnish six times as much cloth at half the former price of weaving, and earn three times as much as before. His increased profits may very soon enable him to set up six more, to be attended by his wife or his children; and so he may proceed, till he is master of a great factory. Thus the use of this machinery, instead of threatening them with loss of employment, may, in the very first instance, be a blessing, and a fund of wealth to the British operative weavers, who need only such assistance to counteract the enormous expense of living to enable them to become *the manufacturers for the whole world*.

This most useful invention, which crowns and completes what Arkwright's machinery began, would ere now have enabled the British manufacturer to bring cotton from its raw state, as it dropt from the ginning engine, to a finished web fit for immediate use, all by the agency of quick and cheap-working machinery, had the inventor been spared to establish his works on a scale sufficiently extensive. But it pleased God to take him off (February 7th 1797) soon after he had brought his machinery to a state of perfection satisfactory to himself. And this friend of mankind, who, if he had flourished in antient times, would have been honoured with statues and altars, and been ranked with Mercurius Trismegistus, Minerva, Ceres, Melcartus, and other beneficent

deities, now lies interred in a village church-yard* without an inscription to record his merits, or even his name.

February 14th—A British fleet, consisting of fifteen ships of the line, four frigates, a sloop, and a cutter, under the command of Admiral Sir John Jervis, being off Cape S^t. Vincent, fell in with a Spanish fleet consisting of twenty-seven sail of the line, of which one carried 136 guns on four decks, and was said to be the largest vessel in the world, five carried 112 guns each, one 84, and all the others 74. Notwithstanding so great a disparity in the number of ships, the British fleet obtained a complete victory, and took two ships of 112 guns, one of 84, and one of 74. The rest escaped into Cadiz. And there they were blocked up by the British admiral, who was immediately created earl of S^t. Vincent, the title being taken from the point of land nearest to the battle. And thus was the Ocean left free for the navigation of the British commerce.

The Spanish island of Trinidad was taken by the British forces under the command of Lieutenant-general Sir Ralph Abercromby and Rear-admiral Harvey. The British fleet having arrived in the Gulf of Paria in the afternoon of the 16th of February, prepared for landing the troops, and attacking a Spanish fleet lying at anchor in the bay, next morning. But they were surprised in the night-time with the sight of the Spanish ships all in a blaze: and on the morning they found that the Spaniards had not only abandoned the ships, but also fled from the forts constructed upon a small island for defending the shipping. On the same day the Spanish governor surrendered the colony with scarcely any resistance. The ships found burnt consisted of three of 84 and 74 guns and one of 36. One ship of 74 guns was saved from destruction by the British seamen.

Trinidad, situated almost close to the continent of South America and in sight of the island of Tobago, is the fifth in magnitude of the West-India islands. It is happily exempted from the hurricanes which in the other islands often sweep away in one hour the produce of the industry of many years. Earthquakes are sometimes felt; but they have never been fatal. Some ridges of mountains, which intersect the island send forth a great number of rivulets, which might be employed to water the plains, when necessary, and to work plantation machinery. The Gulf of Paria, an inland sea formed by the projecting points of

* Benjeo near Hertford.

A relation, whom Mr. Dolygon instructed, with a view to make him his partner and successor in the business, understands the construction and use of the machinery: and there are many young women now dispersed in service or other employments, whom he taught to work on the looms. It is therefore not yet too late for any, who feel themselves called upon by motives of patriotism,

philanthropy, or interest, to act as the *guardians of British manufactures*, to produce beneficial and reputable employment to young women, or to improve their own fortunes by a most profitable branch of industry, to rescue this *orphan manufacture* from annihilation, and to nurse it up to maturity and strength, with great benefit to themselves, and incalculable advantages to the commerce, the wealth, and the power, of Great Britain,

Trinidad and the main land, is a vast land-locked harbour, capable of containing, perhaps, all the vessels in the world.

The few inhabitants, a mixture of Spanish and Indian blood, applied to the cultivation of cacao, which grew here in greater perfection than anywhere else, till the year 1727, when a violent north wind, which is everywhere fatal to those trees, destroyed the whole of them. Since that time the indolent and superstitious people have scarcely applied to any branch of industry, but support themselves by raising a little Indian corn, by the almost spontaneous production of a large species of plantains, keeping a few meagre cattle, killing wild cattle, and catching fish. The court of Spain held out invitations to the Roman-catholics of all nations to settle in Trinidad: but very few accepted the offer. In the hands of an industrious people the island is capable of becoming one of the most important colonies in the West-Indies*.

In the beginning of February the king of Spain published an edict, strictly prohibiting, on the expiration of three months after the date of it, the importation of any goods manufactured in Great Britain, or which have paid any duties to the British government. The officers of the customs were also strictly enjoined to admit no goods from neutral countries without certificates from the ports, where they were shipped.

In pursuance of this line of policy, a proclamation was issued by the governor of Cuba, that he would not admit into the port of the Havanna any neutral vessels coming from England; which entirely frustrated the voyages of a number of vessels consigned to the merchants of the Havanna.

The French directory went still farther. They ordered (2^d March) their ships of war and privateers to seize, and carry into the ports of the republic, all neutral vessels having onboard any goods belonging to their enemies; and directed that the goods should be condemned as lawful prize, and that the stipulated freight, with a reasonable allowance for demurrage, should be paid to the vessels, which should thereupon be set at liberty. They added, that this order should be withdrawn as soon as the hostile powers should duly respect the flags of the neutral vessels employed in carrying French property.

In spite of all these efforts to crush the British commerce, it still continued to flourish.

February 21st—A new commercial treaty was concluded with Russia, the preamble of which sets forth, that the king of Great Britain and the emperor of Russia, being desirous of promoting the commercial prosperity of their subjects, judged it proper to ascertain, and collect in one point of view, the reciprocal rights and duties agreed upon for facilitating the exchanges between the two nations.

* I am indebted for the most of this brief account of Trinidad to Mr. Raynal. [*Hist. phil. et pol.* V. vi, pp. 181, 186.]

The first article engages that the friendship and good intelligence between the two countries 'shall last for ever,' as in the treaty of the year 1766.

2) The subjects of both powers shall have mutual freedom of navigation and commerce in all parts of their dominions in Europe, where any other nation has, or shall hereafter have, such freedom of navigation and commerce.

3) The subjects of both powers may enter, trade, and remain, with their vessels and carriages, loaded or empty, in all places where the subjects of any other nation are admitted. No restraint shall be put on the seamen, or passengers, or their vessels; and deserters shall be restored. They shall have liberty to repair their vessels or carriages, purchase provisions and other things for them at the current price, and stay or depart at their pleasure, they conforming in all things to the laws of the country in which they are.

4) The subjects of Great Britain may carry by land or by water in their own vessels or carriages, or in hired ones, into any province whatever of Russia all kinds of merchandize not particularly prohibited, and sell them in wholesale by the bale, chest, barrel, &c. in their houses without molestation, and without being obliged to become citizens. The Russian merchants shall have the same privileges in the ports of Great Britain and Ireland, where they shall be established and reside, and may become citizens in the places of their residence. They may buy, and export, all kinds of merchandize allowed to be exported by the subjects of any other nation, and also gold and silver wrought and unwrought, except the coined money of Great Britain. In case of death, bankruptcy, or extraordinary necessity, the effects of the merchants in either country may be disposed of in any manner most advantageous to the persons interested. But nothing must be done by the merchants on either side contrary to the laws of the country wherein they are: and therefor all disputes wherein British merchants are concerned at Petersburg shall be determined by the college of commerce, and, where there is no college of commerce, by the tribunals which have cognizance of commercial affairs.

5) In order to preserve a just equality, both Russian and British merchants shall pay the same duties on exportation and importation, whether in Russia or the British dominions, and whether in Russian or in British vessels. The contracting powers shall make no regulations in favour of their own subjects, but what shall be extended to those of both.

6) Vessels shall be loaded and unloaded with all possible dispatch. When British subjects have contracted with any chancery or college for the delivery of goods, and deliver them within the term fixed by contract, they shall be received, and paid for agreeable to the terms of the contract. And the same rule shall be observed in the dominions of Great Britain towards Russian merchants.

7) Goods bought in either country by the merchants of the other shall be paid for in the current money of the country, unless otherways stipulated in the contract.

8) The subjects of both powers have permission to load their vessels or carriages in all the usual ports of embarkation with the goods bought by them, on paying the customs, provided they conform themselves to the laws.

9) They shall pay no higher duties on either side upon the importation or exportation of their merchandize than are paid by the subjects of other nations *. Goods imported clandestinely into either country shall be confiscated ; and the merchants concerned in smuggling shall moreover pay the fine directed by the law.

10) The subjects of either power shall be permitted to trade freely with states which are at war with the other, provided they do not carry ammunition to the enemy. But places actually blockaded or besieged, by sea or land, are excepted from this permission.

11) Cannons, mortars, fire-arms, bombs, grenades, balls, flints, matches, powder, saltpetre, sulphur, pikes, swords, belts, cartouch-boxes, saddles, and bridles, beyond the quantities necessary for the use of the people onboard the vessel, are declared to be warlike stores, and seizable as contraband or prohibited goods. But neither the vessel, passengers, nor other goods, shall be detained from proceeding on their voyage.

12) In case of war breaking out between Great Britain and Russia, the persons, vessels, and goods, of the subjects of either power shall be perfectly at liberty, for the term of a year at least, to sell or carry away their effects, and at their departure to appoint attornies to sell their goods and collect their debts, which the debtors shall be obliged to pay.

13) Every assistance shall be given to the unfortunate sufferers by shipwreck, and all their goods shall be preserved and restored to them, they paying a suitable salvage to those who have assisted in saving their effects.

14) British merchants may build, buy, sell, or hire, houses in any part of Russia, except in those cities which have rights inconsistent with such liberty : and the houses belonging to, and inhabited by, British merchants in Petersburg, Moscow, Archangel, Riga, Narva, and all the ports of the Black sea, shall be exempted from quartering soldiers, but not those in other towns. In like manner Russian merchants may build, buy, sell, or hire, houses in Great Britain and Ireland, as it is allowed to the subjects of the most favoured nation. The subjects of both parties shall have the free exercise of their religion in their own houses, or in the places allotted for that purpose : and they shall also have full power to dispose of their property, or to leave it by will, according to the customs and laws of their own country.

* By a declaration annexed to the treaty, the words 'other nations,' are limited to European nations.

15) British subjects, proposing to leave Russia, shall only be required to publish their names and places of abode in the gazette, 'according to the custom of the present day,' and shall thereupon have passports, without any obligation to give security, if no just cause of detention shall appear. The same facility shall be granted to Russian subjects intending to leave the British dominions.

16) In hiring domestics the subjects of either power shall conform to the laws of the country wherein they are.

17) In law proceedings the British merchants shall be amenable only to the college of commerce, or, in cities at a distance from it, to the magistrates*. Russian merchants in Great Britain shall in like manner have the same protection and justice, which the laws of that kingdom grant to the foreign merchants of the most favoured nations.

18) The merchants shall not be obliged to show their books or papers in either country, unless for giving evidence in courts of justice; and they shall not be taken nor detained. British merchants, becoming bankrupts in Russia, or refusing to pay their debts, shall be treated according to the laws of that empire. An arrest may be laid on the effects of the debtor, equivalent to the value of the debt, and, for want of sufficient effects, on the person of the debtor; and delegates, appointed by the creditors, shall distribute the effects among them with all convenient speed. The same procedure shall be observed towards the Russian merchants in the dominions of Great Britain.

19) 'In case of complaints and of law-suits, three persons of irreproachable character from amongst the foreign merchants shall be, according to the circumstances of the case, appointed by the college of commerce, and in such places where there is none, by the magistrate, to examine the books and papers of the complainants: and the report, which they shall make to the college of commerce, or to the magistrate, of what they shall have found in the said books and papers, shall be considered as a good proof.'

20) The acts of the clerks or servants of merchants, having power from them, shall be binding upon them at the custom-house. Russian servants, employed in shops, shall be registered, and bargains made by them shall be binding upon their masters.

21) If Russian merchants do not pay their bills, or do not deliver goods contracted for at the time and place agreed upon, to British merchants, the college of commerce shall summon them thrice, and if, after a proper time allowed, they do not appear, shall give judgement against them, and send an express, at the expense of the plaintiff, to the governors and tribunals of government, who shall compell them to fulfill their engagements. But, if the demand of the British merchant be found frivolous or unjust, he shall be obliged to pay the damage occasioned by it.

* The right of appeal mentioned in the treaty of 1766, is now omitted.

22) Brokers shall be obliged, upon due proof, to make good all losses occasioned by inferior quality or fraudulent package of the goods passing through their hands: and they shall receive a fair brokerage.

23) Regulations shall be made for preventing abuses in packing leather, hemp, or flax: and any disputes concerning the weight or tare of merchandize shall be determined at the custom-house.

24) The subjects of either power shall be treated in the dominions of the other as the most favoured nation with respect to taxes and duties.

25) The subjects of either power, living in the dominions of the other; shall have liberty to assemble in a body with their consul, as a factory, and make regulations for their common interest, which, however, must in no respect be contrary to the laws of the country wherein they are established.

26) The duration of the treaty is fixed to be eight years, reckoning from the expiration of the convention of the year 1793; that is to say, till the 25th of March 1807.

This treaty was signed at Petersburg by three Russian plenipotentiaries and Sir Charles Whitworth, 10th-21st February 1797*.

The bank of England is the center of all the circulation of money in the kingdom, as the heart is the center of the circulation of blood in the body. Being the great repository of the spare cash of the nation, it is subject to be called upon for cash, directly or indirectly, by those who are in want of it, and is necessarily affected by every material failure or distress, which arises from a deficiency of coin in any part of this kingdom or Ireland.

The great and continued drains of bullion in consequence of the enormously expensive operations of the war, the loans to the emperor of Germany and other subsidies to foreign princes, and also the large sums payable for cargoes and freights of neutral ships taken, which the foreign owners required to be paid in bullion, had raised the price of gold (8th October 1795) to £4:4:0 per ounce: and our gold coin being only £3:17:10½ per ounce, it was evident that the current money of this country, consisting almost wholly of gold, would be carried abroad to a very alarming amount.

Ever since December 1794 the directors of the bank of England had been repeatedly expressing to the chancellor of the exchequer their uneasiness on account of the magnitude of the sums drawn from the bank for the service of government, and anxiously requiring payment, or at least a considerable reduction, of the debt. They even resolved to limit their advances upon treasury bills to the sum of £500,000; and they requested of Mr. Pitt to make his arrangements so as not to have occa-

* Though several articles in this treaty differ little or nothing from corresponding ones in that of the year 1766, I have thought it better to give the compressed substance of the whole, than to put the reader to the trouble of so many times passing from the one to the other.

sion to draw on them for any sum beyond that limitation. And at last they acquainted him (30th July 1795) that they were determined to give orders to their cashiers to refuse payment of any treasury bills, which would carry the advance beyond that amount. Nevertheless, the chancellor of the exchequer obtained further advances from them, which were 'granted with extreme reluctance on their part on his 'pressing solicitations, and statement that serious embarrassments would 'arise to the public service, if the bank refused.'

It would be tedious to enumerate all the applications of the governors of the bank to the prime minister, urging a speedy diminution of the advance made by the bank, and deprecating further demands. Suffice it to say, that on the 10th of February 1797 the government was indebted to the bank, according to a statement delivered to Mr. Pitt, as follows.

Arrears of advance on land and malt taxes 1794.....	£337,000
Ditto..... ditto..... 1795.....	491,000
Ditto..... ditto..... 1696.....	2,392,000
Exchequer bills on vote of credit.....	968,800
Ditto on consolidated fund 1796.....	1,323,000
Treasury bills paid at the bank.....	1,674,645
	<u>7,186,445</u>
Besides arrears of interest due, &c.	400,000

The directors of the bank represented to the minister, that, if the loan of £1,500,000 to be raised in this country for Ireland, which was then in contemplation, should proceed, the greatest part of it would be remitted in hard cash, which would bring ruin upon the bank, and probably compel them to shut their doors; that at any rate they must diminish their advances to the treasury, and lessen the customary accommodation to the merchants in the way of discount.

About this time there was much talk of an invasion of this country from France: and it was supposed that many people in all parts of the country were desirous of securing as much as possible of their property in gold coin in their own possession. Certain it is, that very heavy demands were made upon the country banks, and that two banks in Newcastle were obliged to stop paying in cash. The country banks were thereupon obliged to make large demands for hard money upon the bankers in London, who were their correspondents, which consequently obliged them to drain very large sums in hard cash from the bank. This run upon the bank had been progressively increasing. But particularly in the week beginning with Monday the 20th of February it exceeded that of any preceding week; and the demands on the Friday and Saturday were larger than those of the four preceding days taken together.

On Friday (24th) the committee of the whole court of directors, alarmed at the rapid diminution of the cash in their coffers, desired the

deputy governor and Mr. Bofanquet to wait on Mr. Pitt, to represent to him the dreadful drain of their cash, ' and to ask him, how far he ' thought the bank might go on paying cash, and when he would think ' it necessary to interfere, before (their) cash was so reduced, as might ' be detrimental to the immediate service of the state.'

In this crisis the king was requested to come to town to assist at a meeting of the privy council: and on Sunday (26th) a council was accordingly held at St. James's, the result of which, and of another meeting immediately after it in Downing street between the members of the administration, and the governor, deputy governor, Mr. Thornton, Mr. Bofanquet, and other directors of the bank, after a warm conference, was, that the following order of privy council should be sent to the bank.

' At the council chamber, Whitehall, February 26th, 1797.

' By the lords of his Majesty's most honourable privy council,

' Present The Lord chancellor,
 ' Lord president,
 ' Duke of Portland,
 ' Marquis Cornwallis,
 ' Earl Spencer,
 ' Earl of Liverpool,
 ' Lord Grenville,
 ' Mr. Chancellor of the exchequer.

' Upon the representation of the chancellor of the exchequer, stating, that from the result of the information which he has received, ' and of the inquiries which it has been his duty to make, respecting ' the effect of the unusual demands for specie, that have been made ' upon the metropolis, in consequence of ill-founded or exaggerated ' alarms in different parts of the country, it appears, that, unless some ' measure is immediately taken, there may be reason to apprehend a ' want of a sufficient supply of cash to answer the exigencies of the ' public service. It is the unanimous opinion of the board, that it is ' indispensably necessary for the public service, that the directors of the ' bank of England should forbear issuing any cash in payment, until ' the sense of parliament can be taken on that subject, and the proper ' measures adopted thereupon, for maintaining the means of circulation, ' and supporting the public and commercial credit of the kingdom at ' this important conjuncture; and it is ordered that a copy of this ' minute be transmitted to the directors of the bank of England: and ' they are hereby required, on the grounds of the exigency of the case, ' to conform themselves thereto, until the sense of parliament can be ' taken as aforesaid. (Signed) W. FAWKENER.'

On Monday the following notice was published by the directors of the bank.

‘ Bank of England, February 27th, 1797.

‘ In consequence of an order of his Majesty’s privy council notified to the bank last night, a copy of which is hereunto annexed,

‘ The governor, deputy governor, and directors, of the bank of England think it their duty to inform the proprietors of bank stock, as well as the public at large, that the general concerns of the bank are in the most affluent and flourishing situation, and such as to preclude every doubt as to the security of its notes.

‘ The directors mean to continue their usual discounts for the accommodation of the commercial interest, paying the amount in bank notes: and the dividend warrants will be paid in the same manner.

(Signed) ‘ FRANCIS MARTIN, secretary.’

(To this was annexed a copy of the order of council.)

The actual arrival of an event, which, by all persons who had ever contemplated a probability of its happening, had been dreaded as the death-blow to the commercial prosperity of the country, produced a considerable alarm: but it was infinitely short of what might have been expected. The principal merchants and bankers immediately met at the mansion-house, and drew up the following resolution.

‘ Mansion-house, London, February 27th, 1797.

‘ At a meeting of merchants, bankers, &c. held here this day to consider of the steps, which it may be proper to take to prevent embarrassment to public credit, from the effect of any ill-founded or exaggerated alarms, and to support it with the utmost exertions at the present important conjuncture,

‘ The lord mayor in the chair,

‘ Resolved unanimously, that we the undersigned, being highly sensible, how necessary the preservation of public credit is at this time, do most readily hereby declare, that we will not refuse to receive bank notes in payment of any sum of money to be paid to us; and we will use our utmost endeavours to make all our payments in the same manner.

(Signed) BROOK WATSON.’

It was immediately signed by all the other gentlemen present, and, in a few days, by above three thousand principal merchants, bankers, and traders.

On the following day a paper, nearly similar, was signed and published by the lords of the privy council. And in a few days all transactions of every kind went on, as if nothing had happened; and people in general did not perceive, at least not immediately, that there was any difference between bank notes, not convertible into money of solid gold and silver, and that money itself.

In the course of the investigations, which took place in each of the houses of parliament in consequence of this extraordinary event, a variety of accounts were produced, illustrative of the affairs of the bank.

The following is the account of the money advanced for the public service by the bank of England, and outstanding on 25th February 1797.

On land-tax . . .	1794	£141,000	}	4,077,000	0	0
	1795	312,000				
	1796	1,624,000				
	1797	2,000,000				
On malt-tax . . .	1794	196,000	}	1,854,000	0	0
	1795	158,000				
	1796	750,000				
	1797	750,000				
Consolidated fund	1796	1,323,000	}	2,144,400	0	0
Vote of credit for £2,500,000	1796	821,400				
Exchequer bills without interest				376,739	0	9
Treasury bills of exchange				1,512,274	2	3
Total				£9,964,413	3	0

The average amount of bank notes for every quarter in the following years.

	1790	1791	1792	1793	1794	1795	1796
January to March . . .	10,245,280	11,601,950	11,239,170	11,963,820	11,159,720	12,432,240	10,824,150
April to June . . .	11,160,590	12,060,620	11,765,280	12,100,650	10,366,450	10,912,680	10,770,200
July to September . . .	11,348,700	11,764,680	11,316,790	10,938,620	10,343,940	11,034,790	9,720,440
October to December . . .	11,510,270	11,225,840	11,157,040	10,967,310	10,927,970	11,608,670	9,645,710

The weekly amount of bank notes in circulation in the first eight weeks of the year 1797.

January 7 th	14 th	21 st	28 th	Feb. 4 th	11 th	18 th	25 th
9,185,520	9,893,340	10,550,830	10,024,740	9,667,460	9,431,550	9,137,950	8,640,250

The following account gives a view of the state of the cash in hand, the bills discounted for the accommodation of merchants and traders, and the sums advanced to government in every quarter since the commencement of the present war.

	Date.	Cash and bullion in hand.	Bills discounted.	Average advance to government.
1793	March	£3,508,000	£4,817,000	£8,735,200
	June	4,412,000	5,128,000	9,434,000
	September . . .	6,836,000	2,065,000	9,455,700
	December . . .	7,720,000	1,976,000	8,887,500
1794	March	8,608,000	2,908,000	8,494,100
	June	8,208,000	3,263,000	7,735,800
	September . . .	8,096,000	2,000,000	6,779,800
	December . . .	7,768,000	1,887,000	7,545,100
1795	March	7,940,000	2,287,000	9,773,700
	June	7,356,000	3,485,000	10,879,700
	September . . .	5,792,000	1,887,000	10,197,600
	December . . .	4,000,000	3,109,000	10,863,100
1796	March	2,972,000	2,820,000	11,351,000
	June	2,582,000	3,730,000	11,269,700
	September . . .	2,532,000	3,352,000	9,901,100
	December . . .	2,508,000	3,796,000	9,511,400
1797	February 26 th	1,272,000	2,905,000	* 10,672,490

* The interest due is included in this sum, which makes the difference between it and the total in the preceding account.

It is to be observed, that only round numbers are used in the accounts of the cash and bullion, and of the bills discounted, the directors of the bank having chosen to adopt a mysterious kind of arithmetic in their statement of these accounts. The extent of the discounts has at no time been so great as might be expected, when we consider the amount of the property, which must be constantly in circulation in the form of real bills among the merchants, manufacturers, and other traders, of this manufacturing and commercial country*.

The following is a complete account of the estate of the corporation of the bank of England on the afternoon of Saturday the 25th of February 1797.

Dr.		Cr.	
Bank notes in circulation	£8,640,250	Bills and notes discounted, cash } and bullion	£4,176,080
Drawing account	2,389,600	Exchequer bills	5,228,000
Exchequer bills deposited	1,676,000	Land and buildings	65,000
Audit roll, or unpaid dividends	983,730	Lent to the East-India com-pany on mortgage annuities of } £1,200,000	700,000
Bank stock dividends, unclaimed	45,150	Stamps	1,510
East-India annuity dividends, un-claimed	10,210	Navy and victualling bills	15,890
Sundry small articles, unclaimed	1,330	American debentures, 1790	54,150
Due from the chief cashier on the } loan of 1797	17,060	Petty cash in the house	5,320
Irish dividends, unpaid	1,460	Sundry articles	24,150
Imperial dividends, ditto	5,600	Five-per-cent navy annuities	795,800
Balance for		Five-per-cent annuities of 1797	1,000,000
Net estate of the bank, independent of the permanent debt due by the government }	3,826,890	Treasury bills paid	1,512,270
Amount of the gov-ernment permanent } debt	11,686,800	Lent to government without interest	376,000
Total net estate	15,513,690	Bills discounted, unpaid	88,120
		Treasury and exchequer fees	740
		Interest due on sums advanced to } government	554,250
			17,597,280
		Permanent debt due by govern-ment, with an interest of three } per cent	11,686,800
			£29,284,080
			£29,284,080

Thus it appears, that the affairs of the bank were by no means in a situation to give any real cause of alarm to their creditors, and that the company were fully able to make good all demands of every kind, which could come upon them; and, with respect to their concerns with the public at large, it may be truly said, that ‘*The stability of the bank of England is equal to that of the British government. All that it has advanced to the public must be lost, before its creditors can sustain any loss*†.’

With respect to the partners of the company, or proprietors of bank stock, the value of their property, if there had been a necessity at this

* Some writers, desirous of extolling the greatness of the bank's concerns, about this time stated the usual amount of their discounts at nine or ten millions annually, which they supposed a prodigious great sum. It appears, that, with all their desire

of making the most of it, they were rather under the average of the real amount, at least after the year 1794.

† *Smith's Wealth of nations*, V. i, p. 482, ed. 1793.

time to bring the affairs of the bank to a final close, must have been such proportion for every £100 of their stock, as £11,642,400, the whole stock, (see above, V. iii, p. 699) bears to £15,513,690, the corporation's net estate by the balance. But as the greatest part of that balance, or net estate, consists of a debt due by government, which is not to be repaid, but in the event of the parliament refusing to renew the exclusive privileges at the expiration of the term for which they were granted, that capital, and the other government funds belonging to the company, could then only be valued at what they could sell for, which, if such a mass of stock had been thrown upon the market at this time would scarcely have reached £50 for every £100, upon the average of the whole. A still greater deduction would have taken place in the value of the buildings, which are fit for no other use than that for which they were erected. Hence it appears, that the proprietors, *upon a division*, must have lost a considerable part of their stock besides the whole of their premium, for such we may call the excess of the price paid for bank stock over £100. There were however, comparatively speaking, but very few proprietors, who wished to get rid of their stock: and a premium, less or more, according to the general fluctuation of the stocks, continues to be paid for bank stock, the purchasers considering the price paid for £100 of stock as the value of an annual income of £7, which the trade of the company has enabled them to divide ever since the year 1788, together with their proportional right to the accumulated profits; and, by their willingness to invest their property in its funds, giving a decisive proof, that they have no apprehensions of the stability of the bank.

A number of papers tending to account for the scarcity of money were presented to parliament. Those containing the accounts of the war expenditure do not come within the plan of this work. But it is proper to give a concise view of those which throw light upon the commerce of the country. From the accounts presented by Mr. Irving, inspector-general of imports and exports, it appeared, that the exportation of money for the purposes of the war, though great beyond all former example, was more than compensated by the very large balances flowing from the commerce of the kingdom, which greatly exceeded those of any preceding period of war or peace, the exports to Germany alone, which in time of peace used to amount to £1,900,000, being above £8,000,000 in each of the two last years, which is more by at least £2,600,000 than the whole of the annual exports in time of peace to France, Flanders, Holland, and Germany, altogether *. Mr. Irving, after observing upon the nature of the balance of trade with various

* That is easily accounted for. Germany at this time imported British goods for all these countries: and the Germans themselves consumed more

British goods than formerly, being enabled to pay us for them with our own money.

countries, as it appears upon the face of the accounts of imports and exports, and showing the fallacy of implicitly taking the balances of the sums contained in those accounts as the standard of the real balance of the trade of Great Britain, delivered it as his opinion, that the true balance of our trade amounted, on a medium of the four years preceding January 1796, to upwards of £6,500,000 annually, exclusive of the profits of our East-India and West-India trades, which he estimated at above £4,000,000 a-year, and exclusive of the profits of the fisheries. Great, however, as this balance of commerce may appear, it would have been still greater in a very considerable degree, if the unusual scarcity of grain had not obliged government and individuals to import large quantities of that essentially necessary article. An account delivered by Mr. Claude Scott, an eminent corn-factor, showed, that the following sums were paid to foreign countries for grain, viz.

From 5 th January 1794 to 5 th January 1795	£1,983,856
From 5 th January 1795 to 5 th January 1796	1,535,672
From 5 th January 1796 to 5 th January 1797	3,926,484
	<hr/> 7,446,012

and he estimated the imports of grain in 1793 at 1,500,000
the total in the four years being £8,946,012

The favourable balance is moreover considerably diminished by the great sums paid for naval stores in time of war. From the accounts of the commissioners of the navy it appeared, that the value of naval stores, imported on account of the navy in the four years preceding 1797, amounted to £7,825,876
and in the four years preceeding 1793 only to 2,500,139

The excess is £5,325,737

The bills drawn from foreign parts on the victualing
office in the four years preceding 1797 amounted to £1,368,921
and in the four years preceding 1793 only to 134,629

1,234,292

The total excess in these two departments is £6,560,029

However favourable the balance of trade since the commencement of the war may have been, it does not appear from the quantity of money coined, which was much less in the years 1795 and 1796 than in the preceding years, that any considerable addition was made to the stock of gold and silver in the country. Sir John Hort, who had been twenty-nine years consul-general in Portugal, and Mr. Whitmore, an eminent Portugal merchant, made it appear, that the importation of gold and silver bullion from Lisbon had fallen off considerably; that of the bullion imported the greatest part was silver, the current price of which has been, during almost the whole of this century, higher than the mint price, whence it follows, that it could not be coined but at a loss, and that what has not been consumed in our manufactures must have found its way abroad. These gentlemen also showed that the exchange between London and Lisbon, which used formerly to be greatly in favour

of London, had of late fluctuated, sometimes against, and sometimes in favour of, this country; but for the last three years it had generally been against this country. Hamburgh was now the only other place on the continent of Europe, besides Lisbon, with which we had any regular exchange: and from the evidence of gentlemen acquainted with the trade, it appeared that in March 1796 the exchange with Hamburgh had ceased to be unfavourable to this country, and had ever since continued favourable.

In a few days after the stoppage of issuing cash from the bank, the directors, in order to fill up the void occasioned by suddenly withdrawing the gold money from the circulation, began to issue notes for one pound and two pounds, which have continued ever since to be almost the only currency for making small payments in London and the neighbouring country. As a further substitute for British guineas, they also introduced into the circulation of this country a great quantity of Spanish dollars, which, with a miniature impression of his Britannic Majesty's head stamped upon them, they issued at the price of 4/9. They continued in circulation till the 31st of October 1797, during which time prodigious numbers of dollars were imported into the country, and stamped so like those stamped for the bank at the mint, that they could scarcely ever be distinguished. At the time of calling them in, the directors of the bank found it necessary, after their clerks had done all in their power to distinguish the counterfeit stamps from their own, to submit to the loss, and receive all stamped dollars indiscriminately at 4/9; whereby, it was said, considerable sums were made by some unprincipled people, who had made a business of dealing in dollars.

Soon after a new coinage of penny and twopenny pieces in copper took place. They were executed by Messieurs Boulton and Watt of, Soho near Birmingham, and have been admired for the elegance of the figure of Britannia, who has the olive branch (the emblem of peace) in her right hand, as before, and in her left, instead of the hasta (or spear), she now wields Neptune's trident, a ship under sail appearing at sea in the distance. The letters of the legend (or inscription) are not raised, as usual, but sunk into the surface of a border, which rises above that of the coin in order to protect the figures from being worn away.

March 3^d—The parliament lost no time in giving a sanction to the circulation of the bank's small notes. The preamble of the act sets forth, that it is thought expedient for the public service, and for the convenience of commercial circulation, that the bank of England should issue promissory notes payable to the bearer for sums under five pounds; and therefor the issue of such notes was now authorized by act of parliament. [37 *Geo. III, c. 28*]

March 10th—The act of 15 *Geo. III, c. 51*, for suppressing the circulation of notes under twenty shillings, and that of 17 *Geo. III, c. 30*, for

restraining the circulation of those under five pounds in England, were now suspended, so far as they relate to notes payable on demand, till the 1st of May 1797; and notes under five pounds, and even under twenty shillings, were allowed to be issued in any part of England or Wales. Persons neglecting for three days to pay their notes, issued by virtue of this act, may be compelled by the order of one justice of peace to pay the amount with costs. [c. 32]

March 27th—The act, 5 Geo. III, c. 49, which prohibited the circulation of notes under twenty shillings in Scotland, was also repealed: and the banks, and all banking companies in Scotland, who had issued notes before the 1st of January 1797, were now authorized to issue notes, payable on demand, for any sum whatever under twenty shillings sterling till the 15th of May 1797, in the same way that notes for twenty shillings and upwards had been issued since the 1st day of June 1765. [c. 40]

May 3^d—The governor and company of the bank of England having, in compliance with the minute of council of 26th February, ‘forborne to issue cash in payments, except for purposes for which the issue of cash was deemed unavoidable; and it’ being ‘necessary, that the restriction contained in the said minute, although not warranted by law, should be confirmed, and should be continued for a limited time by the authority of parliament,’ all things done by the governor and company of the bank in pursuance of the order of council were confirmed; they were indemnified for the illegality; and any suits, that might be brought against them for refusing to give cash for their notes, were declared void and of no effect.

The governor and company were now prohibited by law from issuing cash in payment of any debt or demand whatsoever, except in sums under twenty shillings; and they were sheltered from all prosecutions for withholding payment of any of their notes, for which they are willing to give other notes of equal amount in exchange. The bank is restricted from issuing in loan or advance to the treasury, either in cash or notes, any sum exceeding £600,000 during the continuance of the restriction from paying in cash. But, notwithstanding the restriction, the bank may pay in cash any sum, ordered by the privy council, for the service of the army, navy, or ordnance. They may also, after the 17th of April, repay in cash three fourths of any sum, not under £500, lodged with them in cash. They may also advance to the bankers of London, Westminster, and Southwark, cash not exceeding £100,000 in the whole, in such proportions as they think proper, and to the two chartered banks in Scotland £25,000 each: and they may pay any sum on giving previous notice of five days to the speaker of the house of commons. All payments in notes of the bank of England dated after 26th February 1797, if accepted as payment, shall be deemed such in

law. Collectors of the public revenue shall receive the bank's notes in payment.—The restriction was now enacted to remain in force till the 24th of June 1797. [c. 45]

The terms of the three acts, *cc.* 32, 40, 45, have been repeatedly extended by subsequent acts, which, unless when they contain any new matter, need not be noticed.

March 7th—The East-India company were empowered to enlarge their present capital stock of six millions by receiving subscriptions from all persons and bodies politic and corporate, whether natives or foreigners, for an augmentation not exceeding two millions; the subscription to be at such rate for every £100 as the court of directors, with the approbation of the treasury, should fix it at; the new stock to be incorporated with the old; and the new subscribers to be incorporated with the company; to enjoy all the profits and privileges, and to be liable to all regulations and orders, in the same manner as the present proprietors of stock.—The proprietors, holding stock at the time appointed by the directors for the new subscription, were entitled to a preference in subscribing, as far as fifty per cent on the stock previously held by them, or, in case the subscriptions of fifty per cent should exceed the whole sum to be subscribed, such part as should be proportionate to their stock. And it is only in case of the subscriptions of the proprietors falling short of the sum to be added to the capital, that the public at large can be admitted to any share of the subscription.

In consideration of the additional stock to be subscribed, it was enacted, that the guarantee fund of the East-India company should be put in a train of increase, in such proportion to the whole stock, as twelve millions bear to the present stock of six millions; and that the additional dividend of one half per cent, authorized by the act 33 Geo. III, c. 52, to be paid out of the company's separate fund, should be paid out of their profits. [c. 31]

But the company's affairs have been so prosperous, and their treasury so full, ever since the act was passed, that they have not thought it expedient to create any new capital, which, especially at the time of passing the act, must have been given to the subscribers at or under the low prices, to which their stock, in common with other stocks and funds, was reduced by the war and the suspension of paying cash at the bank of England.

May 3^d—The sum of £300,000, part of a loan made by the government of Ireland, being made payable in London, for the accommodation of the subscribers, and the bank having agreed with the Irish government to manage the business of transferring the stock and paying the dividends, the agreement was sanctioned by parliament. The terms of this loan were an annuity of £5, redeemable by the Irish government after fifteen years, and a terminable annuity of £4 : 15 : 0

for thirteen years and a half from the 25th of September 1796, for every £100 paid in. [c. 46]

The property of the salmon fishery in the River Tweed being invaded by interloping fishers, who clandestinely set nets in the river, and others, who went out to sea to intercept the fish when coming into the river, the magistrates were directed to order all such nets and other tackle, and also the sloops, boats, &c. found fishing within the bounds of the mouth of the river, to be seized. The mouth of the river is described, for the purposes of this act, to extend along the shore five miles north, and five miles south, of Queen Elizabeth's pier, and five miles out in the sea as far as the north and south limits. To prevent fishing for salmon, when they are not in season, the proprietors of boats on the Tweed and the streams running into it are required to haul them up, and secure them, and also their nets and other apparatus for the fishery, so as they may not be used after the 12th day of October till the 7th of January. [c. 48]

May 11th—The sum of £14,500,000 was raised by a loan, the subscribers to which received £125 in the three-per-cent consolidated fund, £50 in the three-per-cent reduced fund, £20 in the four-per-cent fund, and a terminable annuity of 6 $\frac{1}{2}$ % for 62 $\frac{3}{4}$ years, for every £100 paid in by them. [c. 57] The capital of the debt thus created amounted to £18,125,000 in the three-per-cent consolidated, £7,250,000 in the three-per-cent reduced, £2,900,000 in the four-per-cents, besides an annual charge of £43,500, payable till January 1860.

May 25th—In consequence of a new convention with the emperor of Germany, a further loan of £1,620,000 was made for his service, and the fund created by it is, like the preceding one created for the same purpose, known by the name of *Imperial stock* or *fund*. The subscription was confined to the subscribers to the other loan; and they received £226 : 10 : 0 in a three-per-cent annuity for every £100 paid in. The dividends were guaranteed by parliament to be paid at the bank, 'in default of payment by the emperor.' And the parliament also voted an annual payment of one per cent on the capital thus created †, to be paid to the commissioners for reducing the national debt, that it, as well as the other debts, might be immediately put in a train of reduction. [c. 48] The capital of this debt amounted to £3,669,300.

In a renewal of the act, c. 32 of this session, for permitting the circulation of notes payable on demand for small sums, seven days, instead of three, were allowed to the issuers of them for payment. [c. 61]

* The chancellor of the exchequer having at first proposed the loan to be for eighteen millions, the terminable annuity was fixed at 6 $\frac{1}{6}$ %, subject to a deduction, if the loan should be for any smaller sum.

† The nation thus bears an annual charge of

£9 : 1 : 2 $\frac{1}{2}$ for every £100 borrowed for the emperor, besides putting it in the power of a stockholder, in the event of paying off the debt, to demand, and receive £226 : 10 : 0 for £100 borrowed.

And in a renewal of the act, c. 40, for permitting the banks and banking companies in Scotland, who had issued notes before 1st January 1797, to issue notes under twenty shillings, the Carron company were also allowed to issue notes payable on demand for any sums under twenty shillings. [c. 62]

Vessels found in the harbours of settlements taken from the enemy, not being condemned as prizes in the courts of admiralty, were consequently not entitled to the advantages allowed to prize vessels. But it was thought expedient, that such vessels should be admitted to those advantages under certain regulations, viz. vessels put under his Majesty's protection at the Cape of Good Hope, to be registered at the Cape town; those in Ceylon, at Columbo; those on the coast of Malabar, at Cochin; and those in Trinidad and Demararay at Scarborough in the island of Tobago: and the governors of these places are authorized to administer the prescribed oath, and grant certificates entitling the vessels to import and export such goods as prize vessels are allowed to carry. Such vessels arriving in any port of Great Britain, may, by an application to the king in council, be entitled to all the privileges and advantages of prize vessels. Notwithstanding the prohibition, contained in the act of King Charles II for encouraging and increasing shipping and navigation, any person residing in an island or place reduced by the British forces, is admitted, on taking the oath of fidelity and allegiance to his Majesty, to carry on the trade of a merchant or factor in such island or place agreeable to the terms of the capitulation, he being subject to such laws and regulations as are binding on British subjects in the same place. It is declared, that nothing contained in this act shall abridge or alter any of the rights or privileges of the East-India company: but all persons, and all trade, within their limits shall be subject to the regulations established for the British subjects residing in those countries. [c. 63]

June 6th—The importation of French cambrics and lawns, except for being warehoused for exportation, was prohibited; and only Irish cambrics and lawns were permitted to be imported for home consumption. French cambrics and lawns must be exported only from the port of London, and in vessels of not less than 100 tons burthen. [c. 72]

As seamen, after entering into articles to serve onboard British merchant vessels during the whole voyage outward and homeward, frequently desert from their vessels in the West-Indies, on account of the exorbitant wages given by the run (as it is called) for serving in other vessels during the homeward passage, whereby many vessels are obliged to return home without a sufficient number of men, and great losses are suffered by the merchants, it was enacted, that seamen, deserting from any British vessel during the voyage, shall forfeit all wages due to them, besides suffering such pains and penalties as the law

directs ; and that every commander of a vessel, knowingly employing a deserter from another vessel, shall forfeit £100. Neither shall any British commander hire seamen in the West-Indies at any higher pay than double monthly wages, unless particularly authorized in writing by the governor, the chief magistrate, or the collector or comptroller of the port. All vessels trading to the West-Indies are required to have to every 100 tuns of their burthen one apprentice under seventeen years of age indented for three years, whose indentures must be enrolled at the custom-house of the port of departure : and such apprentices are exempted from serving in the navy during their apprenticeship. Every commander is required to give in to the collector or comptroller of the port an exact list and description of his crew, specifying and describing any who have deserted, within ten days after his arrival in the port, abroad or at home.

The wages of seamen, who have died in the voyage, must be paid to the receiver of the sixpenny duty for Greenwich hospital, who shall pay the money to the lawful heirs of the dead men ; and, failing any application within three years, it shall be given to the seamen's hospital of the port to which the vessel, onboard which the men died, belonged ; and, if there be no such hospital, to the old and disabled seamen of the port and their families, to be distributed at the discretion of two or more of the magistrates of the county.

Nothing in this act extends to seamen regularly discharged, and having certificates from their former commanders, who are bound to give them such, or to seamen hired on urgent necessity *. [c. 73]

The East-India company having raised two regiments of infantry for the defence and protection of their houses and their various warehouses, and also for other public services, the measure was sanctioned by parliament, notwithstanding the appropriation of their revenue by the act 33 Geo. III, c. 53. [c. 74]

The bounty, hitherto allowed on the exportation of British-made sail-cloth or canvass to Ireland, was now discontinued till the 25th of March 1798. [c. 76]

The port of San Josef in the island of Trinidad was made a free port for the admission of foreign vessels, &c. on the same terms as the free ports already opened in Jamaica and others of the British West-India islands. [c. 77]

June 19th—In order to avoid the great hazard British vessels run in trading to the Levant, and the proportionate expense of insurance, the rigour of the navigation act was so far dispensed with, as to permit the members of the Turkey company to import the goods usually brought from Turkey, or Egypt, or other parts of the Turkish dominions in

* The plea of urgent necessity can at any time overturn the whole regulations against giving enormous wages.

the Levant seas, *from any port whatsoever*, either in British vessels or vessels belonging to any friendly nation, on paying, if in British vessels, the same duties, which would be payable on the goods, if imported directly from the place of their growth, and, if in foreign vessels, such duties as would have been payable if this act had not been made. The custom-house must not pass any entry of goods so imported, till the importer produces a certificate that he is a member of the Turkey company, and that he has paid the company's duties on the goods to be entered, and has in all respects conformed to the company's regulations.—All those kinds of goods, which used heretofore to be imported from any European port in the Mediterranean sea, except those which could only be lawfully imported from the Turkish dominions, may be imported by any person from any port whatsoever, not being in the Turkish dominions, in any vessel, whether British or belonging to a foreign friendly state, on paying the same duties, if in British vessels, as if the goods were imported directly from the place of their growth, except drugs, for which the importer, if not a member of the Turkey company, must pay the duties formerly exacted on drugs not imported from the places of their growth. Goods imported by virtue of this act in foreign vessels must pay the same duties as if this act had not been made.—The continuance of the act is fixed to three months after the termination of the war. [c. 84.]

June 22^d—An almost-innumerable set of additional stamp duties were imposed upon all policies of insurance at sea or on the land, upon bills, bonds, and, in short, upon every kind of deed or instrument in writing: but, as the duties of this kind are in almost-continual progress of annual augmentation, it would be wasting much time to little purpose to enumerate them. No less than three halfpence of additional duty was at once laid upon every newspaper. Eight shillings additional were imposed upon every ounce of gold plate, and sixpence upon silver plate, whether imported or made at home. [c. 90]

The act, 31 Geo. III, c. 45, for allowing a further bounty of 1/6 on the exportation of every barrel, containing 50 gallons, of pilchards properly cured, was continued till the 24th of June 1805. [c. 94]

The act, 4 Ann. c. 21, for the preservation of salmon and other fish in the rivers of Hampshire and Wiltshire, and the act, 1 Geo. I, c. 18, for preserving the fry of fish, &c. were amended. The time, wherein salmon may not be taken, is fixed to commence on the 12th of September, and to continue till the 1st of January (instead of from the 1st of August till the 11th of November as formerly), and the millers are now directed to leave an opening of a foot square in the streams without any intermission from the 11th of November till the 11th of July. [c. 95]

July 4th—It was now that the commercial treaty with the United States

of America received the sanction of parliament with the following explanation.

All goods, whereof the importation is not prohibited, may be imported from the United states, either in British vessels or vessels belonging to the subjects of the United states. The goods, whether imported in British or American vessels, are to pay such duties of custom or excise as are paid on the like goods imported in British vessels from any other foreign country; and, in cases where different duties are imposed on importation from different countries, on payment of the lowest duties.—Pig iron, bar iron, pitch, tar, turpentine, rosin, pot-ash, pearl-ash, mahogany, masts, yards, and bowsprits, being the produce or manufacture of the United states, and staves, and all unmanufactured goods whatever, of the growth of the United states, which are allowed to be imported from foreign countries, may be imported in British or in American vessels, though not accompanied with the certificates required by law on their importation in British vessels from British colonies.—The duties payable on the importation of all kinds of grain, are to be regulated by the act 31 Geo. III, c. 30.—Oil, blubber, whale-fins, and spermaceti, being the produce of the fisheries of the United states, may be imported in the vessels of either country, on paying the same duties which are payable by British vessels on importing such goods from any other foreign dominions.—Tobacco of the growth of the United states may be imported in the vessels of either country, on paying the same duties of custom and excise which are payable on the importation of tobacco from the British colonies in America by British subjects. Snuff, manufactured in the United states, may be imported, on paying such duties of custom and excise as are paid upon snuff manufactured on the continent of Europe; and it may be warehoused for exportation; such tobacco and snuff being subject to all the regulations for the importation and exportation of such goods.—Rice may be imported and warehoused, on the importer paying down eightpence per hundredweight, and giving bond for paying the remainder of the duty within eighteen months. In London, Bristol, Portsmouth, Cowes, Liverpool, Lancaster, Falmouth, Pool, Whitehaven, Hull, Greenock, and Port-Glasgow, the rice may be warehoused at the expense of the importer, without paying down any part of the duty; and he may export it any time within eighteen months, or, on paying the duty, take it out for home consumption. But, notwithstanding this act, rice and other articles may be imported without paying any duty in the manner directed by the act, c. 7 of this session (in 1796).—Goods imported from the United states shall be entitled to the same drawbacks on exportation, which are allowed on the like goods, when exported to any foreign country: and goods exported to the United states shall be entitled to the same drawbacks and bounties,

which are allowed on the exportation of such goods to the British colonies in America; and particularly the same drawbacks shall be allowed upon foreign hemp and iron exported to the British colonies in America and to the United States, which are, or hereafter may be, allowed on exportation to other foreign parts.—The liberty of trading with the British settlements in the East-Indies, granted by the thirteenth article of the treaty, is confirmed, notwithstanding the prohibition contained in the Navigation act (12 Car. II, c. 18) and other similar acts.—The British government having, by the fifteenth article of the treaty, reserved a right of imposing on American vessels a duty equivalent to the difference of duties payable in the ports of the United States on the importation of European and Asiatic goods in British and in American vessels, the following countervailing duties were enacted to take place after the 5th of January 1798, viz. a duty of two shillings on every tun of the measurement of vessels belonging to the United States, an additional custom duty of 1/6 per hundredweight on tobacco, and an addition of *ten per cent*, computed on the duties, on all other goods, but with a variety of circumstances for regulating the comparative duties of the various articles.—The American vessels are also required to have the commanders, and at least three fourths of the crews, subjects of the United States.—The stipulations of the ninth article, respecting the reciprocal right of property in lands, are confirmed. [c. 97]

The substance of this act was heretofore contained in an order of the king in council, which had been renewed from time to time.

The following acts of parliament were continued for limited times, viz.

The act for granting bounties on the fisheries carried on at Newfoundland from Great Britain, Ireland, and the British dominions in Europe, continued till the 1st of January 1799.

So much of the act 33 Geo. III, c. 50, as relates to the port of St. John's in Antigua, continued till the 10th of July 1801.

Also two other acts relating to Maidstone and Geneva, and the duties upon glass. [c. 99]

July 19th—An additional duty of three pence per pound was imposed on pepper. An addition of five per cent, upon the amount of the duties already payable, was imposed upon all goods imported or exported, or carried coastways, except tea, sugar, wine, tobacco, ordinary oil of olives, and calicoes. [c. 110]

The sum of £646,250 was raised by a lottery consisting of 55,000 tickets, at £11 : 15 : 0 each: and as only the sum of £500,000 was allowed in prizes, there was a profit to the public of £146,250. [c. 113]

Though the navigation act [12 Car. II, c. 18] reserved the trade of the English settlements in Asia, Africa, and America, to vessels belong-

ing to the people of England, Ireland, Wales, and Berwick upon Tweed, it was now thought expedient, that the vessels belonging to friendly countries should be allowed, under certain restrictions, to import into, and export from, the British territories in India, any goods permitted by the directors of the East-India company, who are required to frame a set of regulations for the trade of friendly foreigners, such as may be most conducive to the prosperity of the British possessions in India, and at the same time consistent with the treaties with foreign nations, and with the acts of parliament for regulating the trade of India. [c. 117]

It being found, that the provisions, contained in the former acts for the reception, or stowage, of the negroes onboard slaving vessels, was not sufficient for their comfortable accomodation, it was now enacted, that every vessel in the slave trade should have the full perpendicular height of at least four feet one inch between the upper surface of the lower deck and the under surface of the upper deck: and that single-decked vessels should have a temporary deck laid in the hold, to be continued as long as the slaves should remain onboard. [c. 118]

As there is no prohibition of a platform in this act, it is consequently allowed in vessels having only four feet one inch between their decks, which, deducting the thickness of the platform, allows not quite two feet of perpendicular height for the slaves, and considerably less for those who are laid on the parts of the platform under the beams; so that only the children could vary their position so far as to sit up. It appears from this act, that there were actually some vessels in the slave trade with even less than four feet one inch between their decks; and Sir William Young saw one at St. Vincent's with only three feet and a half in the year 1791. [*Edward's Hist. of the West Indies*, V. iii, p. 252, 8th ed.]—A preceding act of this session for regulating the slave trade was merely the annual renovation of the former ones.

The act, 5 Geo. II, c. 7, was so far repealed, that negro slaves are no longer liable to be seized and sold for the debts of their proprietors. [c. 119]

The house of commons having requested the king to order an immediate supply of copper coinage*, the provisions of former acts relating to copper money were made applicable to the new copper money. The practice of importing counterfeits of foreign coins, and particularly of French Louis-d'ors and Spanish dollars, having much increased

* On the 3^d of February 1797 the governor of the bank of England (not the worst judge of such matters) represented to the chancellor of the exchequer the great distress and inconvenience, which the bank, the bankers, and the public, suffered from the want of a fresh coinage of silver, and requested him to take some early measures for a redress thereof by a new coinage of at least some

part of what would be wanted: but he said nothing of any want of copper. Whatever reasons it may be alleged that the bank might, at that critical juncture, have for wishing to possess a large quantity of silver money, it is certain, that the general inconvenience from the want of silver coin was infinitely greater than from that of copper.

of late, the coiners and importers of all such were condemned to transportation for seven years. Those, who offer such counterfeit foreign coins in payment, are also punishable by imprisonment, &c. and even persons having above five pieces of counterfeit foreign coin in their possession are liable to punishment by fines. [c. 126]

July 20th—Several new regulations were enacted respecting the administration of justice, and other matters of police, at Calcutta, Madras, and Bombay. The practice of British subjects in India lending money to the native princes, or negotiating loans for them, having been found very pernicious, they were prohibited from taking any concern in such transactions, unless authorized by the court of directors, or the governor in council; and all securities for money, lent contrary to the true intent of this act, were declared null and void. [c. 142]

The justices were desired to appoint visitors at their petty sessions to examine the weights and balances within their districts, to seize false ones, and to fine those who are found guilty of using them. [c. 143]

Notwithstanding the frequent renewal of such acts, there is reason to believe, that this crime is still very generally committed, and for the most part with impunity.

The rapid progress of the French armies towards Vienna struck that city with such consternation, that in April the Imperial treasures were ordered off for Hungary to prevent their falling into the hands of the enemy; and the people ran in crowds to draw their money from the bank of Vienna, which being unable to answer such numerous and sudden demands, was obliged to stop payment.

Among the extraordinary events of this year, one of the most important was the temporary defection, or mutiny, of a considerable portion of the navy. The seamen at Portsmouth demanded an increase of pay, proportioned to the reduction of the value of money, and a full delivery of the provisions allowed them by the public, from which it had been customary to deduct one eighth (or two ounces in the pound) as an allowance for waste. When Admiral Lord Bridport ordered the fleet to prepare for sea (April 14th) the seamen, thinking their demands were treated with neglect, unanimously refused to stir till their grievances should be redressed, ‘unless the enemy were known to be at sea.’ They then proceeded to divest the officers of their command, and appointed two delegates from every ship to constitute a naval assembly, under whose government the fleet at Portsmouth continued, till the arrival of Lord Howe (May 14th) with an act of parliament for an additional allowance of pay and provisions, and a general pardon, produced an apparent return of harmony and subordination.

The seamen of the ships lying at the Nore, encouraged by the acquisitions obtained by the conduct of their brethren at Portsmouth, demanded a more equitable distribution of prize-money, and several

other articles, which were considered as inadmissible. Being joined by several ships, which had deserted from the fleet in the North sea, they also divested the officers of their command, and chose delegates, who appointed Richard Parker to be their president, or, in fact, admiral of the fleet. As a further means of compelling a compliance with their demands, they put almost an entire stop to the navigation of the Thames. Only coal vessels, some small craft, and vessels belonging to neutral nations, were permitted to pass up or down; and all other vessels were ordered to anchor between the ships of war, and under their guns. Notwithstanding this appearance of hostility and defiance, and the perilous situation they had put themselves in, they reprobated a proposal for carrying off the ships, and delivering them to the French; and they observed the king's birth-day with the customary salute and demonstrations of loyalty. Eleven ships of the line and thirteen frigates, attended by a vast number of trading vessels, all under the command of men, who used themselves to be subject to the strictest command, presented a spectacle new and singular, and furnishing matter for the most serious consideration, and awful apprehension. But this most formidable conspiracy did not remain long united. On the 9th of June some of the ships broke off from the association. Next day the inward-bound merchant vessels, except those loaded with stores and provisions, were allowed to proceed up the river. And on the 13th the mutiny was at an end.

The following accounts, illustrative of the affairs of the East-India company, are extracted from the papers annually laid before parliament.

An account of the amount of all goods sold at the East-India company's sales from the 1st of March 1796 to the 1st of March 1797.

	Company's goods.	Private trade goods.	Dutch goods.	Totals.
Teas	£2,550,058	£207,231	£285,076	
Bengal piece goods . . .	1,323,594	} 365,020	56,959	
Coast and Surat ditto . .	1,031,109			
Raw silk	390,401	3,315		
Orgazine silk	29,984			
China ware	7,332	1,613	5,246	
Nankeens	20,525	8,041		
Pepper	254,194	11,163	86,775	
Saltpetre	127,081	17,170		
Drugs, sugar, indigo, &c.	330,857	559,691	201,302	
Coffee	8,528	911	289,486	
Rice	79,644			£924,844
		- - -	- - -	1,174,155
				6,153,310
				£8,252,309

An account of the stock, by computation, of the East-India company (exclusive of their capital stock) from 1st March 1796 to 1st March 1797.

Bonds bearing interest at 5 per cent	£1,346,825	Due by government	£1,207,560
Bonds not bearing interest	19,017	Cash for balance 1 st March 1797	333,807
Bills of exchange from China	718,127	Goods sold and not paid for	1,647,000
Ditto from India and the Cape of Good Hope	384,411	Goods in England unsold	5,252,447
India debt	1,096,769	Cargoes from England, not arrived in India and China at the dates of the several accounts of quick stock	1,394,315
Bonds to the creditors of the rajah of Tanjore	181,881	Exports paid for, exclusive of bullion	393,691
Customs on goods	823,223	Silver exported, and remaining in the treasury	68,254
Bank for a loan	700,000	Advanced to owners of ships not arrived	252,219
Ditto for interest on ditto	9,333	Value of East India house and warehouses	594,931
Freight and demurrage	960,907	Ditto of shipping and craft, exclusive of those abroad	48,850
Supercargo's commissions	76,000	Dead stock in India	400,000
Proprietors of private trade	220,370	Due by government for stores and supplies	1,011,069
Owing on account of goods sold under the act 35 Geo. III, c. 80	751,308	Owing by persons returned from India, and in India	72,700
Alms-houses at Poplar	77,265	Paid in part of loan to government of £2,000,000	200,000
Interest on military fund more than applied	30,156	Favourable balances of quick stock, at Bombay	100,284
Ditto on contingent ditto	6,747	Madras	3,429,319
Warrants passed the court	22,600	Bencoolen	107,712
Owing in the department of shipping, exclusive of exports	142,600	China	279,250
Owing for exports of former seasons	85,352	St. Helena	58,463
Bonds to commanders, whose ships are worn out	150,218		
Owing for teas returned by buyers, and resold	1,034		
Interest on bonds	46,560		
Dividends on stock	65,756		
Balance of quick stock in Bengal against the company	2,105,554		
Balance in favour	6,829,828		
	<u>£16,851,841</u>		<u>£16,851,841</u>

Amount of the company's sales, and of their receipts, charges, and payments, in Great Britain.

<i>Receipts.</i>		<i>Payments.</i>	
Cash in the treasury 1 st March 1796 exclusive of duty on tea	£459,397	Customs	£1,133,621
Company's goods sold *	6,370,977	Freight and demurrage	1,493,114
Private trade and Dutch goods sold *	1,861,063	Goods and stores exported	1,301,205
Charges and profit on private trade	138,957	Indian debt	550,775
Customs on ditto	152,376	Bills of exchange from India	224,315
Freight on ditto	72,561	Ditto China	476,084
Alms-houses at Poplar	2,413	Ditto Cape of Good Hope	6,650
Bank for a loan on the security of bonds	250,000	Bonds to the creditors of the rajah of Tanjore	42,820
Company's share of annuities transferred to the bank by act 33 Geo. III, c. 47	36,266	Bullion exported	105,826
Persons returned from India	10,000	Purchase of teas on the continent	17,778
		Purchase of rice	12,433
		Charges of merchandize, including supercargo's commission, build-ings, interest on loans, &c.	841,231
		Chinsurah	

* * I am not able to account for the difference between the amount of the sales in this account and in the more particular account of the sales.

<i>Receipts</i>		<i>Payments.</i>	
Chinsurah cause	59,143	Indigo contractors	991,9
Bonds issued	450,100	Dividends on stock, and interest on bonds	675,278
		Bonds paid off	1,250
		Bonds paid in on sales	602,600
		Proprietors of private trade	1,040,802
		Balances of goods sold under the act } 35 Geo. III, c. 80	270,000
		Buyers of tea returned	125
		Seamen for the service of government	17,000
		Captains of ships worn out	4,300
		Bank on account of loan on bonds	400,000
		Government for troops, &c.	100,000
		Ditto for first payment of loan of } £2,000,000	200,000
		Balance in favour 1 st March 1797	333,807
	<u>£9,862,313</u>		<u>£9,862,313</u>

May 3^d—The directors of the East-India company, in a memorial addressed to the lords of the treasury, stated, that the trade carried on from India to England in consequence of the regulations and indulgences respecting the participation of individuals, established by the act for the renewal of the charter, had ‘increased even beyond the most sanguine expectations of the advisers of the indulgences therein granted.’ But they declared, that the advantage could not be permanent to any very considerable amount under the present heavy imposition of duties. They observed, that the goods intended for foreign countries, by means of duties not very productive to the revenue, but exceedingly embarrassing to the merchant by rendering a great proportion of his capital inefficient, and increasing his charges in every stage of his business, were incapable of entering into competition in foreign markets with similar goods imported from India by the ships of other nations. They represented, that the duty collected in Hamburgh, though nominally rather above two, was in reality little more than one, per cent; that Lisbon was already a free port, and Flushing was expected soon to be made one; and that individuals in India were entirely at liberty to ship their goods in such vessels, and consign them to such ports, as would afford them the fairest prospects of advantageous sales. They expressed their belief, that, if the trade were relieved from obstacles to its progress, almost the whole trade of the East would pass through London, which would be productive of the further advantages of larger quantities of British manufactures being bought by the increased number of foreign purchasers at the India sales, and of bringing back the British seamen, now employed in an illicit trade carried on in foreign bottoms, to the service of their native country.

The directors proposed, instead of the present mode of levying the customs on India goods, that all goods from India and China, except tea, shall be warehoused without being subject to any duty till sold,

and that a positive duty of two per cent on the sale amount shall then be paid by the company, from which there shall be no drawback on exportation. This duty they estimated at £60,000, with a probability of the increase of sales raising it at least to £86,000, which may be about the net amount of the present duties, to secure which the buyer of goods for exportation is obliged to advance almost twice the real price of the goods, and a great temptation is held out to a very pernicious branch of smuggling. If this plan were adopted, 'a great accommodation would be afforded to the traders of this country. They would then be able to carry on export concerns to an extent far beyond what they now do, and with the same capital. From this it is natural to infer that a stronger competition would arise among the buyers, to the great advantage of the importers, and also of the revenue. Another desirable object will be attained by Great Britain becoming so great a mart for Indian articles; the exchange will be in her favour from almost all quarters of the globe, an advantage not within the possibility of estimate.'

The memorial of the directors was followed by another from the principal agents for persons residing in India, wherein they requested the lords of the treasury to recommend to the legislature a continuance of the absolute exemption from duty for all raw materials; as the duty of two per cent, to be laid indiscriminately, according to the proposal of the directors, upon all East-India goods, if extended to them, would have the effect of checking the production of them in India, where the cultivation of some of them is but in an infant state, and diverting the importation of them to other countries, to the great injury of this nation and especially of the manufacturers.

The republic of Venice, one of the most antient of the modern governments of Europe, continued for many ages to be, what Great Britain is now, the first commercial state in Europe, till the discovery of the route to India by the Cape of Good Hope transferred the most valuable branch of their commerce to the Portuguese. But, even after that great and irrecoverable defalcation of their trade, the Venetians retained a respectable rank among the sovereignties of Europe till this year, when, having unfortunately given offence to the French in the career of their conquests in Italy, their territory was seized, and their government abolished; and finally their dominions were transferred by the conquerors to the emperor of Germany by the sixth article of the treaty of peace concluded at Campo Formio, October 17th.

October 11th—Admiral Duncan, with fourteen ships of 74 and 64 guns, two of 50 guns, two frigates, and six smaller vessels, engaged a Dutch fleet, consisting of twenty-seven vessels of from 74 to 6 guns, under the command of Admiral De Winter. After a very bloody engagement the Dutch admiral and vice-admiral ships, together with nine

others, became prizes to the British fleet. The British admiral was raised to the peerage by the title of Lord Duncan of Lundie and Camperdown, the latter being the name of a Dutch town, near which the battle was fought.

From the report of the select committee on finance it appears, that the number of convicts, sent to New South Wales and Norfolk island from the year 1787 to 1797 inclusive, was 5,765 men and women, and 93 children, being in all 5,858 persons; and that the expense of transporting, feeding, and governing, them during that period amounted to £1,037,230, being above £177 for each convict, exclusive of all expenses incurred on their account, before they were shipped off from this country.

In the year 1796 the number of convicts in both settlements was as follows.

	Convicts.		Convicts victualled.		Convicts emancipated.		Total.		Total of men and women.
	Men.	Women	Men	Women.	Men	Women.	Men.	Women.	
In New South Wales } 31 st August 1796	1,633	755	78	5	20	9	1,731	769	2,500
In Norfolk island 22 ^d } October 1796 . . .	379	167	53	0	12	3	444	170	614
	2,012	922	131	5	32	12	2,175	939	3,114
Convicts, including children, sent out in 1796 and 1797									695
Total									3,809

On the 1st of September 1796 the cultivation and stock of the colony were as follows.

	Belonging to			Total.
	Government.	Officers.	Settlers.	
Acres of land in cultivation	1,700	1,172	2,547	5,419
Horses and mares	14	43	0	57
Bulls, cows, calves, oxen *	150	77	0	227
Sheep	191	1,310	30	1,531
Goats	111	1,176	140	1,427
Hogs	59	889	921	1,869

It is evident, that as long as such a very great disproportion of the sexes shall continue, no lasting system of colonization or beneficial arrangements of political or domestic economy, can be expected to exist. The select committee expressed themselves very doubtful of any advantage to be obtained from this establishment, especially in any degree of proportion to the expense to be at all times incurred, first in feeding, and afterwards in protecting, a settlement at such an enormous distance †.

Mr. Park returned from a journey performed under the auspices of

* Besides this stock, 61 head of cattle were discovered in the year 1795 about 50 miles south-west of the town of Sydney, the offspring of three cows, which strayed from the settlement in 1788; a great increase in seven years!

† Experience has proved, that the great distance has not, however, had the expected effect of preventing the convicts from finding their way back to this country, and returning to their criminal pursuits.

the association for discovering the interior parts of Africa, and communicated to the public many new and interesting particulars respecting that unknown quarter of the world.

On the 2^d of December 1795 he set out from the house of Doctor Laidley at Pisania on the River Gambia, about 200 miles from its mouth; and on the 16th of July 1796 he arrived at the great river, called, by Europeans the Niger, by the Moors, Nil-il-abeed (the river of slaves), and by the inhabitants of Sego the Joliba (the great water), the course of which has been disputed for ages, but is now unquestionably ascertained by Mr. Park to be *from the west to the east*.

Sego, the capital of the kingdom of Bambara, lies on both sides of the river, and seems to contain 30,000 inhabitants. Many of the houses have two stories, and are white washed. Moorish mosques are seen in every quarter. These objects, the numerous boats on the river, the crowded population, and the cultivated state of the surrounding country, formed altogether a prospect of civilization and magnificence, which our traveler little expected to find in a Negro city in the heart of Africa.

About 200 miles below, or east of, Sego the Joliba runs into a lake, the extent of which may be judged of by the canoes being a whole day without a sight of land in crossing it. Jenné, Tombuctoo, and Houssa, towns on the north side of the river beyond Mr. Park's farthest travels eastward, are, as he was told, very large, especially Houssa, and either of the others is larger than Sego. Tombuctoo is reckoned the mart of the Mandinga gold, from whence it is distributed over the northern regions of Africa by the merchants of Tunis, Tripoli, Fezzan, and Morocco; and most of it, no-doubt, afterwards finds its way to Europe.

At Downie, a place near Tombuctoo, there is a very great manufactory of earthen ware of a very good consistence, but not glazed.—The Mandingas cultivate cotton and indigo, and make cloth of the cotton of a pretty good quality, and of a rich blue colour. They tan the skins of sheep and goats, and stain them with durable yellow and red colours. And they make good soap from a mixture of ground nuts and a lye of wood-ashes. The inland Negroes have the art of smelting and separating iron from iron-stone, which they have in abundance. The metal, though rather brittle, is made into various weapons and tools. They have even attempted to make guns, but without success. ‘In their works of gold they display a variety of taste, and an elegance of fancy, which would excite admiration, even among the best artists of Europe.’ At Sampaka Mr. Park lodged with a Negro, who practised the art of making gun-powder. He obtained nitre from the mud of the ponds in which the cattle bathed themselves in the heat of the day, after the water was exhaled from them by the sun. The sulphur was purchased from the Moors: and the ingredients were mixed in such proportions as experience had directed. But the powder was far inferior to that of Europe.

Most of the edible roots of the West-Indies are found in Africa, and also indigo, cotton, and tobacco. The great abundance of shea toulou (tree butter) near Sego is astonishing. It keeps better during a whole year without salt, and is firmer and of a richer flavour, than any butter made of cow's milk. The growth and preparation of it are great objects of the industry of the people; and it makes a principal article of their inland trade. The Negroes malt their corn and make beer, which Mr. Park thought equal to the best he ever drank in Great Britain. He saw no sugar-canes, coffee, cacao trees, nor pine apples.

Mr. Park's observations strongly confirm the accounts of preceding travelers, that the Negroes of the interior country are much more advanced in the arts of life, and in all respects more civilized, than those upon the coast, whose character is vitiated by the nature of their intercourse with the Europeans. He describes them as a gentle inoffensive race, entertaining a high respect, or rather veneration, for white people. He everywhere met with the kindest treatment from them; and, in his greatest distresses, the women were particularly favourable to him, apparently without any lustful motive *. On the contrary, he was plundered, and loaded with insults and injuries by those Moors, through whose country he was unfortunately obliged to pass.

At the same time that Mr. Park was penetrating into the heart of Africa from the west coast, Mr. Browne, another British traveler, had pushed his research from the east as far as Dar-Fur, a potent kingdom in the heart of that continent, the very existence of which was scarcely known to Europeans, till he made us acquainted with its situation and inhabitants. He traveled from Egypt in company with a caravan of merchants, whose assortment of goods consisted of tin in small bars; variety of beads; rings of silver and brass for the ancles and wrists; cotton goods of Egyptian and Indian manufacture; German sword blades; fire arms; small looking-glasses; coffee; copper; copper utensils; Tunisian red caps; light French woollen cloths; silk goods; shoes; paper; soap; and pepper. From the interior country they carry to Egypt slaves; gold dust; ivory; rinoceros's horns; ostrich feathers; gums; drugs; pimento; and a small quantity of white copper.

Mr. Browne during his residence in Egypt collected a good account of the trade and manufactures of that country, which, on account of its renown in the earliest dawn of history, and its commercial importance in after ages as the enterpot and link of connection between the eastern and western parts of the world (to say nothing of the interest excited by the renewed importance now attached to it) may seem entitled to some attention, even in its degraded state.

* 'The hospitality shewn by these good people to Mr. Park, a destitute and forlorn stranger, raises them very high in the scale of humanity.' [*Rennel's Geographical illustration of Park's journey.*] Mr. Lediard, the first traveler in Africa under the direction of the association, gave the same testimony to the pre-eminent benevolence and sympathizing kindness of the sex, created by the bountiful Father of the universe to heighten the enjoyments, and alleviate the miseries, of man.

Egypt still preserves so much of the advantage, derived from its situation, as to be the chief seat of the trade of all the eastern parts of Africa; and consequently its trade is carried on partly by the Mediterranean sea in the ports of Alexandria and Damiatt, partly by the Red sea in the ports of Cossir and Suez, and partly by caravans, the trade of which has been just now described.

At this time the imports at Alexandria and Damiatt were—timber for building houses and vessels; broad cloth, of which about 800 bales were annually imported, till the present war reduced the quantity; copper; manufactures of copper, brass, and iron; swords; fire arms; white slaves of both sexes from Constantinople; oil, Tunisian red caps, and fine flannels, from Tunis and Tripoly; cotton, raw silk, silk manufactures, soap, tobacco, and glass beads, from Syria. The imports by the Red sea consist of coffee, odours, and drugs, from Arabia; slaves from Habesh (or Abyssinia); spices, muslins, and other cotton goods, Cashmirian shawls, &c. from Surat.

The exports of Egypt are—black slaves, chiefly eunuchs; great quantities of coffee, and a few Indian goods to Constantinople; grain, and money, to Arabia; money only, to Surat; rice in great quantities, flax, leather, and sometimes wheat, to Syria; natron*, an article used in the manufacture of glass, mostly to Marseille, and to the amount of 3,500 to 4,000 tuns annually before the war. In favourable years the exports of wheat from Upper Egypt are very great.

The whole of the shipping belonging to the inhabitants of Egypt on the Red sea is reckoned to be only thirty-seven vessels, very ill constructed, and as ill managed.

The manufactures of Egypt are—linen, from the earliest antiquity the staple of the country; green and white glass for lamps and phials; sugar, formerly sent to Constantinople, but the exactions of the government have been so heavy upon this article, that it is now made very bad, and in such small quantities as to sell for 1/2 a pound; sal-ammoniac; saltpetre; gun-powder; red and yellow leather; jars and bottles of earthen ware.

To this short list of the manufactures of modern Egypt we may add the propagation of fowls, which, being effected by artificial heat in ovens, may not improperly be called a manufacture of fowls: and the Egyptians have them in such abundance, that 5,000 are sometimes dressed to entertain the company at a marriage feast, which lasts ten days. We may almost say, that they also manufacture, or sow, fish, as they procure vast abundance of them by scattering the spawn in the pools, which are filled by the overflowing of the Nile.

* Mr. Barrow, a later traveler in Africa, finds that natron abounds in the country adjacent to the Cape of Good Hope, which, he says, has many points of agreement with Egypt. See his *Travels in Southern Africa*.

Some European merchants were settled in Egypt before the commencement of the present war, of whom the greatest number were French. These were, on some occasion of quarrel, expelled from the country: and that expulsion was assigned as a reason for the invasion of Egypt by the French in the summer of the year 1798.

The British society for extending the fisheries and improving the sea coasts of this kingdom have established settlements at the three following places.

Ullapool, in Loch Broom on the west coast of Ross-shire, the most regular and constant resort of the herrings on the British coast, near which there were already a custom-house upon Isle-Martin, and several settlements established by different companies for curing herrings. These will furnish a market for the fish caught by the small fishermen, who have neither money sufficient to purchase a store of salt and casks, nor the knowledge requisite to encounter the innumerable hardships, intricacies, and vexations, of going through custom-house formalities, coming under bonds, &c. This village in the year 1791 had 7 houses, and in 1796 it had 39, (whereof 9 belonged to the society) and about 40 thatched huts. Ten vessels cleared out for the bounty fishing in 1796. Their barrels and nets were partly made upon the spot. The society have built houses for smoking herrings, and a shed for the cod fishery.

Tobirmory, at the north end of the island of Mull, has the advantage of an excellent sheltered harbour, accessible with every wind by vessels of any burthen; and there is plenty of stone and wood for building. It has a custom-house, at which 38 small vessels, measuring 1,589 tons entered inward, and 55, measuring 1,822 tons, entered outward. In 1792 there were 27 families, and in 1797 there were 47.

Lochbay, in the north-west part of the island of Skie, has lime-stone and free-stone quarries, and a good harbour.

At each of these places the society have purchased sufficient tracts of land, and laid out the ground in proper streets for building. They have also erected a quay or pier, a custom-house, a store-house, a school and a house for a school-master, bridges where necessary, and have made roads, at every village. Many inclosures have been made, and also considerable improvements in agriculture, where no improvements were ever known before. The society have held out particular encouragement to the trades which are connected with fisheries and navigation; and those sequestered regions have seen for the first time (at least for several centuries bypast) vessels fitted out from their harbours, and something like a commencement of prosperity produced by industry.

All the settlements are near to excellent fishing banks, where cod and ling are in great plenty, so that the settlers need never be at a loss for a steady, and nearly-invariable, species of fishery to employ themselves and their vessels. The representations of the directors of the society

have procured from government some small mitigation of the rigour of the execution of the salt laws in favour of their settlers. But as that is matter of favour, it may be withdrawn at pleasure. The most solid advantage in that respect to the poor fishers is, that some people, partly assisted with small sums lent them by the society, have laid in stores of salt, casks, and other fishing utensils, which they sell to their neighbours at moderate prices. But, from the very slow growth of the villages, there is reason to apprehend, that the fisheries, restricted as they are, can never afford any very flattering prospects to the people. And here I must presume to say, that it is a most astonishing thing, that the people of Great Britain are the only people in the world, who are not permitted to enjoy the free fishery of the British seas*.

* In April 1800 I thought it my duty to lay before the committee of the house of commons for fisheries, a plan, which, if it shall ever be taken up, and properly matured by the wisdom of the legislature,

Will relieve the British fisheries from hardships, hitherto unsurmountable ;
Will prodigiously increase the sale of British-cured fish for home consumption and for exportation ;
Will probably make Great Britain in all respects superior to Holland in the fishing trade ;
Will furnish a cheap article of food to the labouring poor, and
Will reduce the price of butcher meat, which
Will promote the manufactures of the country by lessening the expense of living, and thereby
Will, in some degree, effect a restoration of the value of money, on which depends the preservation of the
export trade ;
Will promote the prosperity of the West-India islands ;
Will promote navigation by victualing ships cheaper ;
Will increase the number of fishermen, and
Will increase the quantity of fresh, as well as salted, fish ;
Will increase the number of seamen, carpenters, coopers, &c, which
Will greatly increase the national maritime power ;
Will promote the agriculture of the country, and thereby
Will render corn and cattle more plentiful and cheap, with great advantage to the land-owners and farmers, especially in mountainous districts ;
Will particularly increase the breed of sheep, increase the quantity and improve the quality of wool, which
Will advance one of the most important of our manufactures ;
Will in a great measure prevent smuggling, and promote the prosperity of the honest trader ;
Will increase the number of industrious people, and advance the general prosperity of all classes, especially
in those parts of the country which stand most in need of improvement and relief ; and
Will increase the national revenue by diminishing the expense, and greatly enlarging the amount, of the
collection.

These advantages, which would require a volume to explain them in all their consequences, are not to be obtained by the circuitous operations of duties, exemptions, bonds, drawbacks, &c. nor by any half measures ; but by the very simple means of a total abolition (to be sacredly persevered in) of all duties upon salt, whether home-made or imported, and the imposition of a commutation tax, equivalent to the net proceeds of the present salt duties, upon house rents ; a commutation infinitely more unexceptionable than that of the tea duty, as there is no person whatever, who does not use salt. The great increase of the amount of the reduced duties upon tea and coffee proves, how much more productive moderate duties are than high ones. How much more cogent is the argument, when the national

fishery, the national prosperity, and the naval force, of the empire, are the objects to be promoted or neglected. But there is another object infinitely superior to these, and to all the above-mentioned advantages, if the virtue and happiness of the people are to be considered as objects of the highest importance, which is, that the subject will be exempted from all the hardships and oppressions, pains, penalties, perjuries, evasions, and other innumerable evils, which are, and ever must be, the inseparable attendants of the salt laws.

The committee in their Report [pp. 12, 13] recommended the plan to the attention of parliament. But war permits no improvements but those in the arts of destruction and finance.

Whatever may ultimately be the success of this last, and hitherto best-concerted, endeavour to give life to the British fisheries, the nation at large is under the greatest obligation to the generous patriotism of the subscribers, who have undertaken 'to collect the weak and scattered rays of industry, and bring them, for the greater public utility, into 'one focus,' and who, without any view of private emolument, and with scarcely any prospect of reimbursement, are zealously promoting the highest and most important interests of the public at an expense, of which the public bears no share.

As some relief from the hardships suffered by the want of a sufficient quantity of silver coin in circulation, a number of new gold pieces of the value of seven shillings were coined. They are much broader in proportion than the quarter-guineas, which were in circulation some years after the commencement of the present reign.

This year the Danish East-India company divided twelve per cent on their capital stock; and they had about £30,000 sterling remaining, ready to answer any emergencies. They have made some regulations, which, they expect, will raise their trade, at least during the present war, to the highest degree of prosperity, so as to rival in some respects that of the British East-India company.

This year 533 British vessels entered the port of Petersburg, whence they carried Russian merchandize to the amount of £2,400,000 sterling. The Portuguese were the nation next to the British in the value of their exports from Petersburg, which amounted only to £80,000; and the Danes were next to the British in the number of vessels, which, however, were only 86. Though the balance of trade with Russia appears to be unfavourable to Great Britain, yet it is exceedingly advantageous, as the imports consist of raw materials for our manufactures, of some goods manufactured by the Russians better and cheaper than we can make them, and of naval stores, of which the article of hemp has become much more important, since Russia has acquired the countries where it is produced in the greatest plenty and perfection. In estimating the value of this branch of our commerce it must also be remembered, that the carriage is, with a very trifling exception, wholly in our own hands, whereby from six hundred to near a thousand British vessels, and from six to ten thousand seamen, are employed*.

* This year 610 vessels, whereof 5 were foreign, arrived in Great Britain from the different ports of Russia, besides those which arrived in Ireland. But in no other year since 1789 has the number of

arrivals of British vessels from Russia been so low as 700. In the year 1796 they were 1019, besides 14 foreign vessels.

The following is an Account of the vessels belonging to the British dominions, with their registered tunnage and usual number of men, on the 30th of September 1797.

	Vessels.	Tuns.	Men.
England	11,045	1,248,046	91,551
Scotland	1,950	137,206	11,430
Ireland	1,048	53,181	5,104
Colonies	2,498	160,989	14,218
Guernsey, Jersey, &c.	146	10,679	1,057
Mann	216	4,895	1,034
Total	16,903	1,614,996	124,394

There were built and registered in the several ports of the British dominions, in the course of this year,

756 vessels measuring 86,242 tuns.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	£3,950,608	0	0
from the custom-house in Edinburgh	105,000	0	0
the West-India duty of four and a half per cent	55,497	0	11

Total net revenue of the customs of Great Britain £4,111,105 0 11

There were coined in the mint, in the course of this year,

42,810 pounds of gold, value £2,000,297 5 0
and no silver.

According to an account made up at the bank of England, the average amount of the bank notes in circulation, during the last three quarters of this year, was as follows.

	Notes of £5 and upwards.	Notes of £2 and £1.
from 25 th March . . to . 25 th June . . .	£10,113,030	£990,850
25 th June 25 th September	9,762,130	1,066,750
25 th September . . . 25 th December	10,411,700	1,230,700

The official value of the imports and exports of Great Britain during the year 1797 was as follows.

Countries, &c.	Imported into				Exported from			
	ENGLAND.		SCOTLAND.		ENGLAND.		SCOTLAND.	
					British merchandise.	Foreign merchandise.	British merchandise.	Foreign merchandise.
Denmark and Norway	£110,281	1 0	£24,321	10 2	£2216,612	5 11	£2414,102	2 10
Russia	1,447,999	11 2	259,505	5 0	241,110	2 0	216,519	8 8
Sweden	160,612	15 2	31,429	42 0	68,508	1 9	75,486	5 0
Poland	137,376	8 6	31,286	4 3	11,394	14 0	19,066	2 5
Prussia	526,416	2 10	57,642	16 3	288,504	2 11	293,255	16 1
Germany	1,522,143	7 8	54,283	10 8	1,876,332	8 5	6,383,874	15 4
Holland	408,900	13 8	120,467	6 9	76,908	13 4	1,261,288	2 9
Flanders	10,514	12 7			1,720	10 6	122,838	0 9
France	11,435	5 10	2,270	18 7	32,579	16 10	656,715	5 9
Portugal	454,797	8 5	69,213	11 3	533,429	0 9	61,653	8 11
Madeira	863	11 3	444	12 10	91,963	17 5	16,062	1 2
Spain	514,539	10 10	1,598	7 11	743	8 7	6,145	5 1
Canaries	1,671	8 3						
Straits	1,220	0 0						
Gibraltar	15,770	19 10			57,183	12 2	18,255	16 7
Italy	77,045	7 8			91,080	17 9	13,972	14 0
Venice	21,158	3 7			6,644	9 11	1,411	1 9
Turkey	104,838	9 3			22,085	15 8	1,447	4 4
Ireland	2,718,574	13 4	395,010	12 0	1,153,961	2 8	1,035,704	5 7
Mann	32,154	5 3	409	5 6	24,811	4 9	14,780	9 2
Guernsey, &c.	162,112	15 2	3,680	5 9	108,113	17 8	69,554	14 7
Greenland	109,488	1 11	21,421	13 1	65	17 4	458	2 10
United states	1,074,635	17 4	100,977	1 5	4,510,556	15 3	181,063	19 0
British colonies	243,974	4 2	39,457	1 6	821,300	12 1	137,445	15 6
British	4,909,625	13 10	263,443	9 5	2,915,279	8 6	332,621	11 6
Foreign	267,468	7 4	16,330	3 9	23,258	12 7	3,226	2 2
Asia	3,942,318	19 1			2,177,905	15 6	102,428	2 4
New Holland	65	6 0			7,581	2 3	517	6 2
Africa	38,733	18 5			430,876	19 9	358,360	4 0
Cape of Good Hope	7,778	3 11			82,871	7 6	4,759	1 0
Sierra Leona	7,845	12 10			9,003	13 11	1,359	13 3
Prize goods	484,451	12 5						
Totals	19,520,872	8 6	61,493,041	8 11	15,865,426	8 2	211,834,462	16 6
							927,360,889	4 11
							1,037,976	17 11
							179,444	5 3
							£12,013,907	2 0
							£28,917,010	5 1

Summary.

Imports of { England £19,520,872 8 6 Scotland 1,493,094 8 11 £21,013,956 17 5	Exports of { England £215,865,426 8 2 Scotland 1,037,676 17 11 £16,903,103 0 1	British merchandise.		Foreign merchandise.		Totals.	
		£11,834,462 16 9	£27,699,889 4 11	£11,834,462 16 9	£27,699,889 4 11	£1,217,121 3 2	£1,217,121 3 2

ENGLAND.										SCOTLAND.									
Inward.					Outward.					Inward.					Outward.				
British.		Foreign.			British.		Foreign.			British.		Foreign.			British.		Foreign.		
Pasels.	Tons.	Pasels.	Tons.	Men.	Pasels.	Tons.	Pasels.	Tons.	Men.	Pasels.	Tons.	Pasels.	Tons.	Men.	Pasels.	Tons.	Pasels.	Tons.	Men.
90	7,516	600	557	94,114	5,607	243	46,627	2,558	434	73,086	4,490	31	1,985	126	139	12,816	1,004	71	8,775
483	125,108	5,306	5	603	40	230	58,217	2,619	10	1,287	75	122	17,168	923	..	..	..	63	9,128
7	1,016	57	..	..	..	4	694	30	30	1	100	7	..	..	..	..	..	..	..
71	16,716	730	152	19,792	1,125	32	6,734	327	64	8,243	519	48	4,310	273	2	70	6	57	5,912
55	8,758	439	152	643	27	6	1,424	60	2	270	14	43	5,641	293	2	210	11	1	102
14	2,182	124	3	643	27	6	1,424	60	2	270	14	82	12,507	607	28	2,552	147	26	3,783
242	51,348	2,452	745	76,495	3,790	103	23,038	1,205	935	83,068	4,772	3	188	14	14	..	..	..	..
52	11,448	400	39	11,300	440	9	1,745	83	23	7,539	337	47	5,130	282	2	179	11	52	5,092
114	10,965	885	103	9,508	582	167	26,381	1,341	114	12,989	758	3	201	13	..	..	..	7	539
10	1,134	73	27	3,927	205	20	3,210	170	53	7,021	366	..	..	..	..	..	..	..	..
73	12,287	596	152	26,601	1,264	88	14,527	686	250	21,073	1,890	..	..	..	..	..	..	..	..
..	..	..	400	34,843	2,331	..	..	..	33	2,692	170	3	37	4,907	303	..	..	18	2,006
1	40	3	74	6,146	397	..	..	..	171	10,107	90	..	..	..	..	..	..	..	..
..	..	..	188	13,500	1,120	167	24,329	1,544	70	12,958	706	..	..	..	..	..	..	..	..
257	39,462	2,341	63	7,523	434	107	547	49	2	170	14	..	..	..	..	..	..	..	..
4	220	17	8	211	12	6	933	70	7	2,620	120	..	..	..	..	..	..	..	..
4	904	54	3	590	36	4	70	9	30	4,460	262	..	..	..	..	..	..	..	..
5	556	34	105	22,521	1,258	2	70	9	30	4,460	262	..	..	..	..	..	..	..	..
..	..	..	3	457	28	..	..	..	3	395	24	..	..	..	..	..	..	..	..
25	5,277	272	1	101	10	23	3,614	216	4	852	48	..	..	..	..	..	..	..	..
6	82	50	7	730	56	..	..	..	41	6,855	434	..	..	..	..	..	..	..	..
..	..	..	2	210	15	..	..	..	6	927	62	..	..	..	..	..	..	..	..
1	324	12	7	1,108	57	..	..	..	9	1,845	120	..	..	..	..	..	..	..	..
9	2,180	99	2	356	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	1,171	68	6	807	53	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3	263	13	3	670	37	..	..	..	2	455	24	..	..	..	..	..	..	..	..
5	1,143	50	7	1,170	90	..	..	..	2	330	33	..	..	..	..	..	..	..	..
4,220	39,745	24,833	33	5,256	289	4,641	423,747	23,201	2	100	13	1,572	86,762	7,108	1	145	13	1,213	71,913
217	8,036	652	..	..	..	332	13,616	990	1	429	18	..	..	..	..	..	..	9	344
388	24,605	1,720	6	617	39	518	29,222	2,148	3	366	22	..	..	..	..	..	..	6	406
55	15,527	2,185	..	..	..	50	13,757	1,508	..	..	..	..	..	..	..	..	..	10	2,614
35	8,911	642	..	..	..	23	6,885	596	..	..	..	..	..	..	..	..	..	..	..
3	1,870	111	376	81,578	3,980	16	3,640	213	336	73,513	3,887	..	..	..	..	..	..	4	641
185	29,096	1,692	..	..	..	213	29,642	1,988	..	..	..	..	..	..	..	..	..	25	4,005
2	783	87	..	..	..	5	782	90	..	..	..	..	..	..	..	..	..	..	..
11	2,934	151	3	875	44	..	..	..	..	..	..	..	..	..	..	..	..	..	..
283	104,857	6,695	..	..	..	419	117,316	8,432	..	..	..	..	..	..	..	..	..	62	13,239
194	48,293	3,249	7	1,504	85	175	38,370	3,221	..	..	..	..	..	..	..	..	..	20	3,400
11	1,858	166	7	1,508	83	4	500	35	4	688	41	..	..	..	..	..	..	..	..
51	24,565	4,100	3	1,032	68	53	42,870	4,834	1	294	20	..	..	..	..	..	..	..	..
1	296	16	..	..	..	2	1,182	90	..	..	..	..	..	..	..	..	..	..	..
12	1,916	162	..	..	..	124	25,477	3,653	8	1,331	94	..	..	..	..	..	..	..	..
5	576	30	..	..	..	3	283	18	4	654	42	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	1	204	14	..	..	..	..	..	..	..	..
6	2,809	216	..	..	..	7	2,073	200	1	440	35	..	..	..	..	..	..	..	..
25,608	7,561,663	3,238,426	8,102	23,637	7,750	671,566	63,254	2,878	370,775	21,764	2,001	56,272	11,400	260	28,868	1,853	1,647	132,185	10,025
1,046	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

1798—The parliament having passed an act, whereby voluntary contributions for carrying on the war were rendered legal, the bank of England took the lead by contributing *two hundred thousand pounds*, and the city of London contributed *ten thousand pounds*. A temporary office, or hustling, being erected under the east piazza of the Royal exchange for the purpose of receiving subscriptions, the area was filled with many hundreds of the merchants, traders, and others, who eagerly crowded in to subscribe sums from one guinea to *three thousand pounds* *, the whole of the subscriptions amounting at the close of the first day to £46,534. It is no slight proof of the opulence and the commercial prosperity of the British empire, that this voluntary contribution produced the vast sum of *two millions of pounds sterling*, exclusive of *three hundred thousand pounds* remitted from India †.

Though the importation and consumption of British goods was formally prohibited by the French government, the warehouses and shops of Paris were filled with British manufactures, which the war between the two nations did not prevent the people from preferring to all others. The directory, who are said to have hitherto connived at the importation, now thought proper to make a general seizure of all British goods found in the possession of any trader, which they confiscated for the benefit of the national treasury. This rigorous act was immediately followed by a law, which declared all neutral vessels, found with British merchandize of any kind onboard, lawful prizes to the captors. This measure, which, it was presumed by some, would give the death-blow to the British manufactures and commerce, and prove an effectual support to the manufactures of France, was pronounced by others exceedingly impolitic, not only as exasperating the neutral nations against France, but also as transferring that part of the carrying trade, which had been conducted by means of neutral vessels, entirely to the well-protected shipping of Great Britain.

In consequence of the menace of the French directory, the British government appointed a ship of the line and two frigates to convoy a fleet of American vessels to their own coast.

The parliament of Ireland had very properly laid a duty on the exportation of live cattle. But notwithstanding, above 3,000 head of oxen from the north of Ireland were landed at Port Patrick in one week in the beginning of March.

The watchmakers were the class of people, who considered them-

* This sum was subscribed by Messieurs Boyd Benfield and Company, with a promise of an annual repetition of it during the war. Mr. Robert Peel of Bury in Lancashire, a manufacturer and printer of calicoes, paid into the bank *ten thousand pounds* as his own voluntary contribution.—Is there any other country on the surface of the globe, that can produce a manufacturer, who can spare such a

sum? It is proper to observe that the extensive manufacture conducted by this gentleman gives employment and comfortable subsistence to 6,800 men, women, boys, and girls.

† So the amount of the voluntary contributions from the different parts of the British empire was stated in parliament by Mr. Pitt in June 1799.

selves as most peculiarly aggrieved by the act for imposing new duties on gold and silver plate, which took place on the 5th of July 1797. The duties now imposed upon watch-cases, they said, put it entirely out of their power, notwithstanding the acknowledged superiority of their workmanship, to compete with foreign watchmakers, who have their cases so very much cheaper. They moreover complained, that while their export trade was thus annihilated by the additional duty, their home trade was also reduced almost to nothing in consequence of another act imposing duties on all persons using watches and clocks, together with the operation of a more recent act for the duplication and triplication of those duties, which had obliged many of their customers to give up the use of clocks and watches altogether; in consequence of which many of the workmen employed in the very numerous departments of their business, together with their families, were reduced to the necessity of applying to their parishes for subsistence. As a proof of the great decrease of their trade since the commencement of the additional duty, they produced the following

Account of the number of watch-cases marked at Goldsmith's hall in London in the seven preceding years.*

Years.	Silver cases.		Gold cases.	
1791	61,644	$\frac{1}{2}$	3,384	
1792	69,080	.....	3,833	
1793	63,022	.....	2,815	
1794	67,922	$\frac{1}{2}$	2,334	
1795	76,159	.....	2,857	
1796	92,828	$\frac{1}{2}$	3,341	
1797 first quarter	19,857	} 67,464	617	} 1,692
second ———	20,424		515	
third ———	16,522		404	
fourth ———	10,660		156	

March 9th.—In consideration of the hardships brought upon the watch-makers by the late acts, the legislature exempted gold and silver watch-cases, not only from the duties imposed on gold and silver plate by the act 37 Geo. III, c. 90, but also from the other duties of the same amount, which had been imposed by an act 24 Geo. III, c. 53. And a drawback of the duties on gold and silver watch-cases was also allowed on the exportation of them†. [38 Geo. III, c. 24]

* I believe, there is no account kept of the metal cases, and other kinds of cases for watches. If they could be all brought together, I suppose they would justify a conjecture that the value of the watches and marine chronometers, made in London and its neighbourhood, is above one million sterling a-year independent of clocks. Nor can that sum be thought too great, when it is recollected, that the watch-makers of London make watches not only for all the British dominions, but also for all the civilized part of the world.

† By an act, afterwards passed in this session, for repealing the duties on windows in order to lay on heavier ones, the watchmakers were gratified with a repeal of the duties on the use of clocks and watches, which thus remained in force only three quarters of a year. On their representation that the allowance of the drawback was quite ineffectual, as the charges incurred in obtaining it run so high, that no usual exportation of watches (seeing they are never ordered in large quantities at once) can support the expense, they were further indulged

It was thought 'expedient under the present circumstances, and for a limited time,' to relax the restrictions of the Navigation act so far as to permit the importation of Portuguese salt in the vessels of any friendly nation whatever, during the continuance of the war, on the same terms as if it were imported in Portuguese vessels. [c. 25]

April 5th—The suspension of the bounty on the exportation of British-made sail-cloth or canvass to Ireland was prolonged till 25th March 1799. [c. 30]

In order to guard against infection from vessels coming from countries subject to the plague, the commander of every such vessel is required, on meeting any other vessels, or coming within four leagues of the coast of Great Britain, Ireland, Guernsey, Jersey, Alderney, Sark, or Mann, to hoist a large yellow-flag in the day-time, or a signal lantern in the night-time, at his mast-head, which must be continued till his vessel is regularly discharged from quarantine: and all pilots are strictly prohibited from conducting such vessels to any other places than those appointed for the performance of quarantine. The acts respecting quarantine are also declared to extend to all cases of disease declared infectious by the king in council.

All offences against any order of the king in council, published in the London gazette for laying embargoes on vessels, or for prohibiting or regulating the exportation of goods, may be tried in any court in Great Britain, Ireland, or any of the above-mentioned islands.

All packages containing unframed plate glass, crown glass, or sheet glass, must contain at least five hundredweight, and be marked with the word *glass* in Roman letters of four inches long; and the commanders of vessels importing glass must very particularly express in their manifests every package of glass, on penalty of forfeiture of the glass and a further fine of £100. But plates of glass measuring sixty inches or more are exempted from the restrictions of this act.

The commissioners of the customs are authorized to permit the removal of coffee and cacao, which have been warehoused for exportation, from one port to another in England for the more convenient exportation of them.

The commissioners of the customs in England and Scotland are authorized to return the duties paid on goods, which have been lost or destroyed by unavoidable accident, before they could be landed.

Vessels of any description, having licences from the admiralty for any particular trade or employment, and found engaged in a different trade or employment, are liable to be seized and sold.

Officers of the navy are permitted to remove their sea-stock of liquors from one ship to another without payment of any duty. [c. 33]

ed, in common with the goldsmiths, with the liberty of making watch-cases of gold of an inferior standard, such as is used by the foreign watch-makers. (See below act 38 Geo. III, c. 69.)

The following acts of parliament were continued for limited times, viz.

The act for allowing bounties on the exportation of British and Irish linens, and for permitting the free importation of foreign linen yarn, continued till 24th June 1799.

The act permitting the exportation of tobacco-pipe clay to the British sugar colonies in the West-Indies, continued till 24th June 1802.

The act permitting the importation from all places of rape seeds and other seeds yielding oil, when British rape seed is so high as £20 per last, continued till 24th June 1799.

The acts for the encouragement of the whale fisheries in the Greenland seas and Davis's straits, continued till 25th December 1799.

The act for the encouragement of the manufactures of flax and cotton in Great Britain, continued till 24th June 1799.

That part of the act 27 Geo. III, c. 31, which directs that Clarke's hydrometer shall be the standard for ascertaining the strength of spirits, continued till 1st June 1801.

The act for securing the duties on glass, continued till 5th July 1799. [c. 35]

May 7th—The sum of £17,000,000 was raised by a loan, the subscribers to which received £150 in the three-per-cent consolidated fund, and £50 in the three-per-cent reduced fund, together with a terminable annuity of 4/11 for $61\frac{3}{4}$ years, for every £100 paid in by them. [c. 37] The capital of the debt thus created amounted to £25,500,000 in the consolidated, and £8,500,000 in the reduced, fund, besides an annual charge of £22,125, payable till January 1860.

Notwithstanding the prohibition contained in the act 27 Geo. III, c. 27, it was now declared lawful to carry any goods or commodities of the manufacture of Europe from the islands of Grenada, Dominica, Antigua, Trinidad, and the Bahama islands, to any British colony in America or the West-Indies. British vessels are also permitted to export from the above-mentioned islands, and from Jamaica, all kinds of merchandize lawfully imported into them from any colony in America belonging to any foreign European power. [c. 39]

May 10th—The act 37 Geo. III, c. 15 (in 1796) was repealed so far as relates to the custom duty of five per cent, *computed on the former duties charged upon tea*, and instead of it an excise duty of five per cent, *computed on the amount of the sales*, was imposed on all tea sold by the East-India company at the price of 2/6 or upwards per pound, or remaining in their warehouses on the 10th of May, though sold. Tea taken as prize was also subjected to the same duty. [c. 42]

The following new duties were imposed upon salt, and were made to commence on the 10th of April.

On foreign salt imported into Great Britain or found onboard } £0 10 0
any vessel or craft, or in any cellar or warehouse, per bushel . . . }

On salt made at home, or taken out of any salt pit, or out of any }
warehouse, or carried from Scotland to England, having paid the } 0 5 0
duty formerly payable }

[c. 43]

June 21st—The premiums for the encouragement of the Southern whale fishery were regulated as follows.

To each of the four vessels, of those cleared out between the 1st of January and the 31st of December in the years 1799, 1800, and 1801, proceeding to the southward of the equinoctial line, and returning into port before the 1st of December in the year subsequent to that in which she was cleared out, which has the greatest quantity of pure oil or head matter } £300

To each of the four having the next greatest quantity 200

To each of the four having the next greatest quantity 100

To each of the four vessels, sailing within the time above-mentioned, and proceeding beyond the thirty-sixth degree of south latitude, carrying on the fishery, and, after being fourteen months out, returning before the 31st of December in the second year after clearing out, having the greatest quantity of pure oil and head matter } 400

To the one vessel, sailing within the time above-mentioned, in the year 1799 or the six following years, proceeding beyond Cape Horn, and fishing four months in the Pacific ocean, or beyond the Cape of Good Hope, and carrying on the fishery during four months to the eastward of 105° of east longitude from London, and, after being sixteen months out, returning before the 31st of December in the second year after clearing out, with the greatest quantity of pure oil and head matter } 600

To each of the nine vessels acting in all respects as the one last mentioned, and having the next greatest quantities } 500

The vessels fishing in the South Atlantic ocean must have at least twenty tuns of pure oil and head matter, and those fishing beyond Cape Horn or the Cape of Good Hope must have at least thirty tuns, to entitle them to compete for the premiums: and the whole must be the produce of whales or other marine animals actually taken by the crews of the vessels.

The vessels passing the Cape of Good Hope are now permitted to extend their cruise beyond 51° east longitude from London: but they must not go to the northward of 15° south latitude anywhere between the longitudes of 51° and 180° east from London. And those passing Cape Horn must also avoid that part of the ocean comprehended within those limits.

The encouragements held out by the act 35 Geo. III, c. 92, to foreign fishermen, not exceeding forty in number, to settle with their families, vessels, &c. was continued: the time allowed for their arrival was extended to the 31st of December 1805; and their vessels, to the number of twenty, are admissible, if built before the 1st of January 1798. [c. 57]

The act, 26 Geo. III, c. 81, for the encouragement of the British fisheries, was continued in force till the 1st of March 1799. [c. 58]

The act, 14 Geo. III, c. 42, for prohibiting the importation of deficient silver coin, and for preventing the tender of silver by tale in payment beyond the sum of twenty-five pounds, was revived, and continued in force till the 1st of June 1799.—The coinage of silver money was suspended till proper regulations should be framed. [c. 59]

It was now enacted, that the drawbacks and bounties on the exportation of sugar should be allowed, when the average price (to be ascertained agreeable to the directions contained in the act 32 Geo. III, c. 43) should not exceed 67/6 per hundredweight, clear of the duty of customs. [c. 61]

The permission to carry British spirits to the isle of Mann was repealed; and no British spirits were permitted to be shipped from any port of England for that island on penalty of forfeiture.—The commissioners of the customs in England may grant temporary licences to British vessels, not under fifty tons burthen, to import foreign brandy and geneva, not exceeding upon the whole 10,000 gallons of each in any one year, into the port of Douglas, on paying a duty of three shillings per gallon. Such brandy and geneva must be in casks containing at least one hundred gallons; and they must not be stronger than one to nine over hydrometer proof. But they must upon no account be carried coastways in the island in any other than the original packages.—The commissioners of the customs in England are authorized to permit 60,000 pounds of tobacco (instead of 40,000 allowed by the act 29 Geo. III, c. 68) to be carried annually from any port of England, where tobacco is allowed to be imported and warehoused, to the port of Douglas, in British vessels of not less than fifty tons, on payment of sixpence per pound instead of the former duty.—The same commissioners may also licence a quantity of wine, not exceeding seventy tons in a year, to be carried from any port whatever to the port of Douglas, in British vessels not under fifty tons burthen, and in casks containing not less than a hoghead, on payment of an additional duty of eight pounds per tun of 252 gallons. Wine must not be carried coastways in the island in any other than the original packages, nor in vessels smaller than fifty tons burthen; nor can it be carried by land, except in the original package or in bottles.—The same commissioners may licence the carriage of live sheep, not exceeding one hundred in a year, from any port in Great Britain to the ports of Douglas and Ramfay in Mann, under the same restrictions which regulate the exportation of wool to Guernsey, &c. and some additional regulations peculiar to Mann.—The whole duty paid on British hops is allowed to be drawn back on exportation to Mann: and instead of the former duty of two and a half per cent on the value, a duty of one penny farthing is now imposed on every pound weight of hops landed in the island. 4

Cotton yarn and cotton cloth manufactured in Mann may be imported into Great Britain without paying any duty. No cotton yarn or cotton cloth are allowed to be imported into Mann from any other country than Great Britain.—No bounty is allowed on the exportation of any manufacture of silk to Mann.

But, as it may be expedient under certain special circumstances to permit, for a limited time, the exportation of a larger quantity of some of the above-mentioned articles than is limited by this act, the commissioners of the treasury are empowered to direct the commissioners of the customs in England or Scotland to licence a certain further quantity of particular articles to be carried to the island. [c. 63]

‘Whereas various base copper coins, made to the resemblance and similitude of the foreign copper coins called *tempes* and *sous-marques*, have been exported from this kingdom to the island of Martinique in the West-Indies, under the denomination of wrought copper: and whereas base coin, made to the similitude and resemblance of the foreign gold and silver coins called *johanneses* and *dollars*, have been circulated in his Majesty’s islands in the West-Indies, and in other his Majesty’s colonies in America, to the great injury of the inhabitants of the said islands and colonies,’ all such counterfeit coins shipped for Martinique or any of the British colonies in the West-Indies or America shall be seized and forfeited, either in this kingdom or in the place of their arrival, besides a penalty of £200 and double the value of the coin. [c. 67]

The East-India company having lately imported a large quantity of cinnamon, cloves, nutmegs, and mace, now lying in their warehouses *, and it being expedient that some new provision should be made respecting such goods, it was enacted, that the duties on cinnamon, cloves, nutmegs, and mace, now in the warehouses, or hereafter to be imported by the company, should not be payable, till the goods are sold at the company’s public sales; and that the duties, now payable on the importation of such goods, shall then be paid on all cinnamon, &c. sold for home consumption; but only two and a half per cent on the value on all that is sold for exportation, and properly entered and secured. [c. 68]

The goldsmiths, and others dealing in gold wares, were permitted to use gold of the standard of eighteen carats of fine gold in every pound Troye in the manufacture of any article made of gold, such gold being stamped with a crown and the figures 18, instead of the lion which certifies the standard of twenty-two carats. The companies of goldsmiths

* After the conquest of the Dutch islands the servants of the East-India company made such large purchases of spices, that the company were rather burthened with them. Besides large quantities of cloves, nutmegs, and mace, 1,238,968 pounds of cinnamon were brought home in the later end of

the year 1797; and the chairman of the East-India company in a general court (30th January 1798) stated the duties then owing to government for spices to be above £300,000. At the spring sale in 1798 the company sold 350,000 pounds of cinnamon,

in London, Edinburgh, Birmingham, and Sheffield, and the wardens and assayers of gold in York, Exeter, Bristol, Chester, Norwich, and Newcastle upon Tyne, are authorized to assay and mark such gold. But gold ware may still be made of the standard of twenty-two carats, and stamped, as before, with the figure of the lion. And all gold wares must be of the one or the other of these standards, and stamped accordingly. The act contains sundry regulations and penalties to prevent counterfeit stamps. [c. 69]

The artists employed in making models and casts of busts and other figures in alto and basso relievo, finding themselves injured by the sale of pirated copies of their works, obtained for themselves and their assigns the exclusive property for fourteen years of all original models and casts, which must be marked with the name of the proprietor and the date of the publication. [c. 71]

The sum of £667,916 : 13 : 4 was raised by a lottery of 50,000 tickets at £13 : 17 : 2 each. The sum destined for prizes being £500,000, there remained a profit of £167,916 : 13 : 4. [c. 75]

June 28th—For the better protection of the commerce of the country, it was thought prudent to prohibit vessels from sailing without convoy, except in certain cases. The commander of every vessel sailing under the protection of a convoy is required to use his best endeavours to continue with the convoy; and if he sails without convoy, or wilfully separates from the convoy during the passage without leave obtained from the commanding officer of the convoy, he shall forfeit £1,000, or, if naval stores form any part of his cargo, £1,500. But the courts are authorized to mitigate these penalties in their discretion, so as not to bring them under £50. Moreover, all policies of insurance, wherein the commander sailing without convoy, or deserting convoy, or any person interested in the vessel directing, or being instrumental in, such desertion of convoy, is concerned, are declared null and void: and every underwriter making any settlement on such a policy shall forfeit £200. The officers of the customs are also directed not to clear out any vessel, till the commander give bond with proper security not to sail without convoy, nor to desert from his convoy at sea.

Vessels not required to be registered, vessels licenced by the admiralty to sail without convoy, vessels proceeding with due diligence to join a convoy, vessels bound to or from Ireland, vessels bound from any one port to another within Great Britain, vessels in the service of the East-India company, vessels in the service of the Hudson's-bay company, and all vessels in ballast, are exempted from the obligations and penalties of this act. Neither are vessels, coming from foreign ports, where no convoy may have been appointed, liable to trouble or censure for sailing without convoy.—Every commander of a merchant vessel is required to provide the proper flags, vanes, and other articles necessary for

making signals; to have a board stuck up in a convenient part of his vessel, containing that part of the act, 33 Geo. III, c. 66, for manning the navy, &c. which makes captains of merchant vessels under convoy liable to be articted in the high court of admiralty for disobeying signals or deserting convoy; and, in case of being boarded by an enemy, to destroy all instructions relating to the convoy.

In consideration of the additional protection to be now afforded to the trade, which would admit of a diminution of the premium of insurance, a new set of duties upon tunnage, and upon goods imported and exported, were imposed, to continue during the war.

All vessels are to pay for every passage, outward or inward, to or from	per tun.
Ireland, Guernsey, Jersey, Sark, Alderney, Mann, Greenland fishery	£0 0 6
Continent of Europe, Levant, Africa, America, Southern fishery ..	0 1 0
Cape of Good Hope.	0 2 6
Any port within the limits of the East-India company.	0 3 0

Bullion, imported or exported; fresh fish, taken and imported in British vessels; turbot and lobsters, in any vessels; grain of all kinds, imported; sugar, imported from the United states of America and warehoused, and also such warehoused sugar when exported; cinnamon, cloves, mace, and nutmegs; furs and skins from the British colonies in America; Spanish wool, imported; all goods of the produce or manufacture of Ireland, Guernsey, Jersey, Alderney, Sark, or Mann, imported directly to Great Britain; all goods whatever, exported to Ireland, or, by licence, to Mann; all cotton yarn, and cotton goods of British manufacture, exported; all craft, provisions, clothing, and other articles necessary for the British fishery, exported; and all goods imported or exported by the Hudson's-bay company, are exempted from the new duties. Tobacco, coffee, cacao nuts, and rice warehoused, are only to pay the duties, if taken out for home consumption: and the importers of fish, oil, and other produce of the Newfoundland fishery, may give bond for the exportation of the fish, oil, &c. or payment of the duties, within a year.

The following are the principal articles charged with duties on importation.

Foreign linens, to pay for every 120 ells from $1\frac{1}{4}$ to	£0 14 5
Flax undressed per tun	1 1 0
Hemp undressed per tun	0 19 3
Indigo of the British colonies per cwt.	0 15 0
— of the United states of America. ditto	0 10 0
— of any other country ditto	1 2 6
Dye woods per tun from $\frac{7}{3}$ to	2 8 0
Cotton of Turkey or the United states of America per cwt.	0 6 6
— of the British colonies ditto	0 8 9
— of any other country ditto	0 12 6

Cotton imported by the East-India company four per cent. ad valorem.

Wines	per tun of 252 gallons . . . from	£1 : 6 : 6	to .	3	18	0
Rum	per 100 gallons			0	15	0
Other spirits . . .	per gallon	from 1½d . .	to . . .	0	0	2¼
Sugar	per cwt.			0	1	10

— imported by the East-India company, three per cent on the amount of the sales.

Spermaceti oil	per tun of 252 gallons . . .	2	3	10
Oil of whales and other marine animals	ditto . . . 4/3 to .	0	16	10
Tobacco	per cwt.	0	2	6

All goods imported by the East-India company, except cotton, coffee, and cacao nuts, three per cent on the amount of the sales.

All goods of the produce or manufacture of Great Britain, except sugar and those exempted from payment, entered outward for any part of Europe, pay one half per cent on the value; and to all other places, except those within the limits of the East-India company, two per cent.

Sugar, entered outwards, pays, according to quality, from 1/6½ to 2/3 per hundredweight, or, if imported by the East-India company, two and a half per cent on the value.

The commencement of this act in regard to vessels out of Great Britain was fixed as follows.

In Guernsey, Jersey, Alderney, Sark, or Mann	5 th August 1798.
All other places in Europe	5 th September.
All places in the West-Indies and America	5 th October.
All places in Africa and Asia	5 th November.

[c. 76]

There being excise duties, and also custom duties, payable upon different kinds of salt, it was thought expedient to put the salt duties entirely under the management of the commissioners of excise, to repeal the whole of the existing duties, and to enact the following duties and drawbacks, to take place on the 10th of October 1798.

Duties.

Foreign salt, imported	per bushel of 56 lbs. £0	13	4
(It must be imported in vessels of at least forty tons burthen.)			
Salt, or rock salt, made or dug in England and Wales	per bushel of 65 lb.	0	10 0
Do. Do.	in Scotland . per bushel of 65 lb.	0	6 6
Glauber or Epsom salt	per bushel of 56 lb.	0	10 0
Mineral alkali or flux for glass, made from rock salt, or brine, or } sea water	per tun }	1	0 0
Rock salt exported	per bushel of 65 lb.	0	0 1
Salt, carried from Scotland to England coastways, per bushel		0	3 6

(Salt must not be carried by land under penalty of forfeiture of the salt, waggons, horses, &c. and 40*l* for every pound of salt, or £100 upon the whole.)

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Drawbacks and bounties on exportation.

Salt made in England or Wales, rock salt excepted, per bushel . . .	£0	10	0
Salt made in Scotland, rock salt excepted do.	0	6	6
Glauber or Epsom salt do.	0	5	0
Dried cod, ling, or hake, measuring at least 14 inches from the bone } in the fin to the third joint of the tail per cwt }	0	3	0
Wet cod, ling, or hake per barrel of 32 gallons	0	2	0
Salmon per barrel of 42 gallons	0	4	6
White herrings per barrel of 32 gallons	0	2	8
Full red herrings do.	0	1	9
Clean shotten red herrings do.	0	1	0
Red sprats per last of 10,000 sprats	0	1	0
Pilchards or scads per cask of 50 gallons	0	7	0
Beef and pork cured in England or Wales, per barrel of 32 gallons . .	0	5	0
Beef and pork cured in Scotland with foreign salt, without mixture of } British or Irish, per barrel of 32 gallons }	0	5	0

The barrels, &c. must be gauged, and the measurement ascertained by English wine measure. Those containing fish must also be marked with the letters B F (British fishery) and the names of the curers, and the date, branded on a conspicuous part of the cask.

Salt for exportation can only be delivered at the works where it is made or refined, and at the export warehouses for salt, licenced by this act to be established at Bristol and Liverpool.

On giving bond, and complying with a multitude of restrictions, and in some cases obtaining an order from the commissioners of the treasury, salt is allowed free from duty for curing fish, in the following proportions.

For dried cod per hundredweight	50 pounds
wet cod per barrel of 32 gallons	56
salmon do. 42 gallons	36
white herrings do. 32 gallons	140
full red herrings do. do.	65
shotten red herrings . . . do. do.	56
red sprats last	25
pilchards or scads barrel of 50 gallons	280
mackerel do. . . . 32 gallons	84

The salt, which by being repeatedly applied to the fish has become foul, may, *by a warrant from the treasury* to the commissioners of excise, be permitted to be sold for the sole purpose of manuring the ground; but only in such places where foul fishery salt has heretofore usually been sold for that purpose.

The duties upon British salt, employed by the bleachers in making oxygenated muriatic acid, are allowed to be drawn back, with a deduction of seven and a half per cent, under certain regulations.

The lord mayor and aldermen of London, and the justices in general sessions, are required to fix the price of salt to be sold by retail.

The rest of the act, which consists of 143 sections, is filled with an almost-innumerable variety of restrictions, forfeitures, bonds, and pen-

alties, to prevent frauds in digging, boiling, importing, or exporting, salt, and in using it for curing fish or in any manufacture *. [c. 89]

May 7th—The company of British cast-plate-glass manufacturers, incorporated by act 13 Geo. III, c. 38, had brought that branch of manufacture to great perfection; but in so doing they had sunk their own capital of £60,000, and also borrowed £67,535:8:0 for carrying on their business, for payment of which they had been compelled to sell their property to some persons, who carried on the manufacture under the act till its expiration, and afterwards as a private company. The manufacture being beneficial to the public, the present proprietors were incorporated for twenty-one years. Their capital is not to exceed £100,000, in which is included that of the former company, now vested in the new corporation; and they are enabled to hold lands and tenements not exceeding £1,000 per annum, make bye laws, &c. They may dissolve themselves at any time, by consent of a majority holding 700 shares, on giving six months notice in the gazette. [38 Geo. III, c. xvii, of local and personal acts.]

June 29th—The magistrates, trustees of the docks, ship-owners, parish officers, and inhabitants of the commercial town of Liverpool, thinking it highly necessary for the safety and protection of their port, that floating batteries, gun-boats, and other works of defence, should be provided, obtained an act of parliament for raising £5,000 to be employed for that purpose. [c. lxii of local, &c.]

Seven acts were passed for alterations and additional works on canals, and several for roads, bridges, and other improvements.

The following accounts, illustrative of the affairs of the East-India company, are extracted from the papers laid before parliament in January 1799.

An Account of the amount of all goods sold at the East-India company's sales, from the 1st of March 1797 to the 1st of March 1798.

	Company's goods.	Private trade goods.	Dutch goods.	Totals.
Teas	£2,460,868	£242,624	£4,210	
Bengal piece goods	651,926	197,602		
Coast and Surat goods . .	459,548			
China wrought silks . . .	2,319			
Raw silk	326,909	3,684		
Organzine silk	25,573			
China ware	5,043	1,370		
Nankeens	19,895	7,084		
Pepper	235,118			
Saltetre	120,191	33,527		
Drugs, indigo, sugar, &c.	383,071	719,010	85,358	
Coffee	18,507		40,110	
Wheat	9,854			£ 129,678
				1,204,901
				4,718,822
				£6,053,401

* There are 20 cases of forfeiture of salt, vessels, boats, horses, carts, &c. 13 cases of giving bonds, and 42 varieties of penalties from £20 to £500, besides corporal punishments; and oaths, certificates, debentures, notices, permits, &c. &c.

An Account of the stock, by computation, of the East-India company (exclusive of their capital stock) from 1st March 1798 to 1st March 1799.

Bonds bearing interest	£1,806,763	Due by government	£1,207,560
Bonds not bearing interest	18,267	Cash for balance 1 st March 1798 . .	540,645
Bills of exchange from China	550,175	Goods sold and not paid for	314,600
Ditto from India, &c. . .	371,015	Board of ordnance for saltpetre . . .	22,500
Ditto on account of India debt	1,091,925	Goods in England unsold	5,022,433
Ditto to creditors of the rajah of } Tanjore }	92,670	Cargoes from China, not arrived . .	1,511,029
Customs on goods	739,141	Net balance of quick stock at } Bombay in favour of the com- }	259,027
Bank for a loan on annuities	700,000	pany }	
Ditto for a loan on bond	100,000	Ditto at Madras . . . ditto	1,927,270
Ditto on account of loyalty loan	350,000	Ditto at Bencoolen . . ditto	84,883
Ditto for interest on the above	16,500	Balance at St. Helena	54,248
Freight and demurrage	316,000	Cargoes from England, not arrived }	
Supercargo's commissions	77,000	in India and China at the dates }	
Proprietors of private trade	182,370	of the several accounts of quick }	1,477,980
Owing on account of goods sold } under the act 35 Geo. III, }	160,545	stock }	
c. 80 }		Exports paid for, exclusive of bullion	391,093
Alms-houses at Poplar	76,897	Silver in the treasury, paid for . . .	13,083
Interest on military fund more than }		Advanced to owners of ships not }	
applied }	26,932	arrived }	280,571
Ditto on contingent ditto	6,124	Value of shipping and craft, ex- }	
Owing in the department of ship- }		clusive of those abroad }	49,430
ping, exclusive of exports }	107,206	Ditto of the East-India house and }	
Owing for exports of former seasons }		warehouses }	684,484
Bonds to commanders whose ships }		Dead stock in India *	400,000
are worn out }	191,585	Due by government for stores and }	
Warrants passed the court unpaid . .	48,400	supplies, about }	1,000,000
Owing for teas returned by buyers, }		Owing by persons returned from }	
and resold }	971	India, and in India }	74,937
Owing to contractors for indigo	7,300	Loyalty loan, sold	175,125
Interest on bonds	66,094	Ditto, unsold, and estimated to }	
Dividends on stock	64,494	produce }	445,000
Net balance of quick stock in Ben- }			
gal against the company }	2,158,183		
Balance in China against the com- }			
pany }	718,945		
Balance of the whole account in }			
favour of the company }	5,774,976		
<u>£15,936,798</u>		<u>£15,936,798</u>	

* In this account the article of dead stock is valued at £400,000, according to Lord Godolphin's award in the year 1702; whereas the whole money expended in buildings and fortifications for the maintenance of the posses-

sions in India, and the nearest estimated value of the other articles of dead stock, by the latest advices from the several settlements (prior to the making up of this account) were as follows.

	Buildings and fortifications.	Plate, household furniture, plantations, vessels, stores, &c.	Totals.
At Bengal	£4,682,366	£503,831	£5,186,197
Fort St. George and subordinates	1,685,920	279,382	1,965,302
Bombay and ditto	1,269,010	337,156	1,606,166
Fort Marlburgh and ditto	148,001	20,641	168,642
St. Helena	41,447	57,094	98,541
	<u>£7,826,744</u>	<u>£1,198,104</u>	<u>£9,024,848</u>

The plantations, which were destroyed, are re-established. The Negroes, now free agents, make agreements with the proprietors of plantations to do the work for certain wages, or for a stipulated proportion of the crop: and the cultivation of the West-Indies is for the first time carried on by the hands of free labourers, who are at liberty to leave their employers at the expiration of the term agreed for, if they find, or suppose, themselves ill used.

Toussaint, prudently considering the exhausted state of the island, allowed not only the neutral vessels of the United States of America, but also British vessels, to have free entry for the purposes of commerce, and especially for the importation of provisions and lumber; a measure which was sanctioned by the approbation of the president of the United States, as it has also since been by that of the king of Great Britain.

June—In the short time since the Dutch colonies of Demararay and Iſſequibo fell under the British dominion, the number of plantations was now increased from 156 to 313, and that of the slaves from 20,600 to near 35,000.

The exports from these colonies within this period were

22,979,219	pounds of coffee,
10,043,486	——— cotton,
11,936,583	——— sugar, and
592,043	gallons of rum.

It is probable that smuggling, which by a clandestine conveyance eludes the prohibitions, or the payment of duties, imposed by government on the importation and exportation of merchandize, is co-eval with the imposition of the prohibitions and duties. It is equally probable that the habits of secret combination and dexterous conveyance acquired in the operations of clandestine trade, and the relaxation of morals induced by it, have had considerable influence in generating, maturing, and disseminating, the system of depredation, which has grown up in all the crowded ports of the kingdom to such an astonishing and alarming height.

The port of London, from the prodigious extent of its trade, and the very disproportionate space allotted upon the surface of the water for the accommodation of the shipping, barges, and other craft, and upon the land* for the stowage of the cargoes daily arriving from, or shipping off to, all parts of the world, and also from the facility afforded to the secret disposal of merchandize and property of every kind, is peculiarly liable to the depredations of an innumerable host of plunderers, trained up in their nefarious arts with all the regularity and system of a disciplined army, whose numbers and stratagems have increased with the increase of the commerce of the river, and especially with the practice of sending cargoes in lighters to wharfs at the distance of several miles

* See the extent of it in p. 363.

from the discharging vessels, or from the wharfs onboard the loading vessels, which is one of the consequences of the overcrowded state of the harbour. Besides great numbers of lumpers (people chiefly employed in loading and discharging vessels), watermen, journeymen lightermen, journeymen coopers, labourers upon the wharfs, the seamen and petty officers, and even the mates* of many vessels, and also several descriptions of the inferior classes of the officers of the revenue †, together with the receivers, without whom there can scarcely be any thieves, have constituted a strong and well-connected band of conspirators against the property of the merchant and the revenue of the sovereign.

The commerce of Great Britain, and more especially that of London, have increased prodigiously since the middle of the eighteenth century; and about that time several unavailing efforts were made to enforce the existing laws against the plunderers of vessels and commercial property in the port of London. But the laws were found ineffectual to provide against crimes, which had sprung up after they were enacted: and therefor in the year 1762 a new act (2 Geo. III, c. 28) was passed for subjecting the people carrying on a petty trade on the river in small boats, called bum-boats, who seem to have been then thought the most suspicious characters, to regulations, and punishment when found offending. But, as it was not the particular duty of any person, or board, to attend to the execution of it, the act was allowed to lie dormant fourteen years, before any of its provisions were carried into effect; and after it began to be enforced, as the severer punishments were never inflicted, means were found to make it operate as a licence, rather than a restraint, upon depredation‡; and the system of river plunder continued to grow

* The mates claimed, what are called, *the sweepings of the hold*, being such parts of the cargo as have dropt out of their packages. It is easy to conceive, how strongly the mate, whose duty it is to take care of the packages, is tempted to destroy them for the sake of increasing his perquisite of sweepings.

The mates of East-India ships are wholly excepted from this charge. Their rank, and generally their education and circumstances, place them above the temptation of committing such acts of turpitude.

Mr. Colquhoun, to whose valuable *Treatise upon the commerce and police of the River Thames*, I acknowledge myself indebted for all the information upon the important subject of the river plunder and his very meritorious institution for the prevention of it, expresses a wish, in which every wellwisher to the virtue and happiness of the people must concur with him, that the wages of the officers of merchant vessels were more adequate to their situation, and such as to place them above temptation; and also that no person were permitted to act as a mate of a vessel without undergoing an examination before a competent board,

and being certified by them to possess sufficient nautical skill, and to be in other respects qualified for so important a charge. 'A precaution of this kind would preserve purity of morals, would compell men of this description to educate themselves better, and would preserve in many instances both the lives of his Majesty's subjects and the property of underwriters. The adoption of this system in the East-India service has rendered the commanders and chief officers *the best navigators in the world.*'

† Justice and candour require that the offences of the delinquent revenue officers should be in a great measure imputed to the ruinous effects of the depreciation of money, their *allowance* in nominal money being no more now than when such a sum was sufficient to support them.

‡ Though above 2,500 convictions have taken place since the act was put in force, it is still nugatory; for the persons liable to conviction have established a subscription fund, out of which all penalties and other expenses are paid, so that the convicted criminal pays only his proportion of the penalty in common with his undetected brethren.

with the growth of the commerce it preyed upon, and acquired new improvements and new votaries every year.

In the years 1765 and 1767, and again in the year 1790, the West-India merchants, who were by far the most deeply injured by the river plunder *, concurred in drawing up a set of regulations to be observed by the commanders, officers, and seamen, of their vessels, especially with respect to landing the cargo, and also for the management of it when landed. But the regulations, though very judicious and proper, were never observed: and depredation still continued with a swelling tide to overflow and undermine every branch of trade on the river, as will appear by the following

Account of the vessels employed in the trade of the River Thames, and of the value of the trade, with an estimate† of the number of packages and amount of the plunder in each branch of trade, in the year ending 5th January 1798,

Specification of the trades.	Vessels.		Tonnage including their repeated voyages.	Value of imports and exports.	Estimate of the	
	For-eign.	British.			number of packages out and home.	amount of the plunder.
East Indies	3	50	41,466	£10,502,000	300,000	£25,000
West Indies	11	335	101,481	11,013,000	400,000	232,000
British American colonies	0	68	13,986	1,638,000	65,000	10,000
Africa, and Cape of Good Hope	0	17	4,336	531,000	20,000	2,500
Whale fisheries, northern and southern ..	0	45	12,230	314,000	20,000	2,000
United states of America	140	0	32,213	5,416,000	260,000	30,000
Mediterranean and Turkey	20	45	14,757	509,000	70,000	7,000
Spain and the Canaries	119	2	16,509	947,000	60,000	10,000
France and Austrian Netherlands	121	1	10,677	1,015,000	20,000	10,000
Portugal and Madeira	55	125	27,670	853,000	50,000	8,000
Holland	320	0	19,166	2,211,000	60,000	10,000
Germany	172	63	37,647	10,672,000	240,000	25,000
Prussia	527	81	56,955	432,000	60,000	10,000
Poland	31	38	17,210	242,000	70,000	5,000
Sweden	100	0	14,252	322,000	50,000	3,000
Denmark	194	8	48,469	806,000	60,000	5,000
Russia	5	225	56,131	2,017,000	150,000	20,000
Guernsey, Jersey, Alderney, and Mann ..	4	42	5,344	302,000	15,000	2,000
Ireland	3	273	32,824	2,539,000	160,000	5,000
Coasting trade	0	6,500	560,000	6,600,000	900,000	20,000
Coal trade	0	3,676	656,000	1,710,000		20,000
	1,843	11,601	1,776,326	60,591,000	3,030,000	461,500
Annual loss in tackle, apparel, and stores of 13,444 vessels						45,000
Total depredations, estimated at						506,500

To this amount there may be added a large sum for the depredations on stores belonging to ships of war.

* See the subsequent account.

† Mr. Colquhoun in his *Treatise* explains the data, upon which his *estimate* is founded. The other parts of this account rest upon official

authority, the value being taken agreeable to the the convoy duties. See the *Treatise*, pp. 21, 23, 154.

At this time the trade of the port of London was more extensive than it ever was before; and the whole value of the floating property, including the vessels of every description as well as the cargoes, lying in the course of the year exposed to the pillage of an organized army of plunderers, is calculated to be not less than £70,032,989. The West-India produce was now not only greater in quantity, but also its nominal value was increased by the advance in the price, which rendered the acquisition of it more desirable to the plunderers, and the loss of it more severe upon the proprietors. Nor are they the only sufferers: the revenue suffers by the want of the duty on the embezzled goods; and the owners and commanders of the vessels which carry the cargoes, and the merchants, to whom they are consigned, are also sufferers in the defalcations of their freights, primages, and commissions*.

After the West-India planters and merchants had tried every expedient, and expended large sums of money in rewards and prosecutions, without any appearance of diminishing the evil, Mr. Colquhoun, a magistrate distinguished by his attention to the police of the metropolis, suggested to them a system of marine police applicable to the peculiar circumstances of the trade of the River Thames, '*mild in its operations, effective in its results, having justice and humanity for its basis, and the general security of the state and individuals for its ultimate object.*' The plan, after being approved by successive committees and general meetings of the West-India merchants and planters, was submitted to the executive government, who gave it their sanction, and determined that the public should defray some branches of the proposed expense, which altogether is very trifling.

On the 2^d of July 1798 the operations of the *Marine police* commenced at an office at Wapping new stairs, a situation central to the trade of the port. The establishment consists of

- 1) a judicial department, wherein the magistrates take cognisance of all offences in vessels and upon the river or its banks;
- 2) a marine police, or preventive, department, to which are attached 62 persons in the capacities of cashier, surveyors, watermen, and guards;
- 3) a department of lumpers for the purpose of discharging vessels under the controul of the marine police, as a further means of pre-

* Among many other instances of excessive depredation, Mr. Colquhoun mentions one of the enormous quantity of *fifty tons* of sugar, *three whole puncheons* of rum, besides 300 gallons pumped out of different casks, and a large quantity of coffee, which were proved to have been plundered out of one Jamaica ship in March 1794, the loss of all which was thrown upon the underwriters. Rum is a very desirable article, and it is also peculiarly liable to depredation. Canvas bags,

liable to be cut open by the knife of any vagrant thief lounging about the wharf, afford but a poor protection to coffee. West-India woods, consisting of innumerable pieces, are generally stolen, in every stage of their long and tedious progress, to a prodigious extent, whereof I myself could produce an instance, far beyond the usual limits of wood plunder, which would make some people, who pretend to be very much above being capable of such baseness, look very black.

venting plunder, to which there belong, besides the superintendant and clerks, 80 sworn master lumpers, and 820 registered working lumpers; to be employed in unloading vessels on the application of the owners at the office;

and 4) a general department for the accounts, &c. under the direction of the magistrates.

To these may be added 220 ship-constables, paid by the vessels on which they are employed, instead of the former inefficient watchmen; and the lumpers, who come in place of the former uncontroled ones, being also paid by the vessels, neither of these classes constitute any new charge upon the trade or upon the public.

The whole establishment consists of 1,200 people, whose vigilance is opposed to the formidable army of depredators, estimated by Mr. Colquhoun to be about 11,000 of all descriptions, inured to habits of depravity, and long exercised in all the arts of villainy.

Though this establishment is yet in its infancy, it has been astonishingly efficient in breaking down that formidable conspiracy, which for half a century has waged dayly and nightly war with impunity against the prodigious mass of property constantly in motion upon the river: and it has been conducted with the most benevolent intentions to the offenders themselves, the object being to render punishment unnecessary by depriving them of the opportunity of committing crimes. In the West-India trade, which has hitherto chiefly benefited by it, the saving to the planters and merchants in sugar, rum, coffee, cotton, and other produce, must have been above £100,000 a-year, besides the saving to the ship-owners of the freight, and to the revenue of all the duties, to the amount of about £50,000 a-year, upon the quantity of goods which used to be stolen: and there is good reason to believe, that the plunder of West-India produce on the river from July 1798 to March 1799 did not amount to *one fiftieth part* of what it used to be in former years. But the preventive powers of the establishment have not been entirely confined to the host of plunderers, against whom they were originally directed; they have also, beyond expectation, extended to the smugglers, who have openly declared, '*that their trade has been more cut up by the marine police than by the whole combined efforts of the revenue officers.*' And thus does the revenue reap a double advantage by an institution, which has cost the government only £2,350 a-year.

Strange as it may appear, some owners of vessels have neglected to avail themselves of the protection offered by the marine police to their property, not only in their freights, but also in the rigging and stores of their vessels. The magistrates of the police, nevertheless, ordered their officers, when patrolling the river, to watch the unprotected vessels and search the lumpers employed on them, in consequence of which near two hundred were imprisoned or fined for petty offences, and fourteen were put upon trials for higher crimes.

It is devoutly to be wished, that an institution, so eminently beneficial to the public revenue, to the commercial interest which is the great support of the revenue, and to the morals of the lower class of the people, may, as far as circumstances will permit, be extended to every considerable and thronged port in the kingdom.

The flames of war were now kindled in almost every kingdom and state of Europe. Already had a Russian fleet joined a British fleet in the North sea to act against the Dutch. A Swedish frigate, and a fleet of merchant ships loaded with naval stores under her convoy, were detained, and brought into a British port. The island of Malta, which had maintained its petty sovereignty above two centuries, together with its dependent island of Gozo, sunk under the arms of the French general, Buonaparte, in his passage to Egypt (June 11th). The Grand Turk, struck with astonishment at the convulsions of Christendom, did not know, whether he should listen to the proposals of the French for co-operation, or take up arms against their encroachments. In the western hemisphere the United States of America, provoked by the captures of their vessels, fitted out some ships of war for the protection of their trade, one of which took a French privateer schooner of twelve guns near Egg-harbour, which was the first actual hostility in retaliation of the many losses they had suffered from the French. In addition to the fleet fitted out by authority of congress at the national expense, the merchants of Philadelphia undertook to furnish a ship of forty-four guns; and those of Boston, New York, Baltimore, Richmond, Alexandria, Norfolk, Charleston, and most of the considerable towns of the United States, made contributions for similar purposes.

The French army, commanded by the renowned General Buonaparte, proceeded from Malta for Egypt, and was supposed to be destined to penetrate from thence by the Red sea to India in order to act in conjunction with Tippoo Saib, the sultan of Mysore, and to ruin the British commerce in that quarter of the world, which the French conceived to be the great support of the prosperity of this country, and the principal fountain of the supplies for carrying on the war against them. Admiral Nelson had been detached with a considerable squadron from the fleet before Cadiz to attack them on their passage: but having arrived on the coast of Egypt before them, he went to look for them elsewhere. In the meantime the French fleet arrived at Alexandria, and Buonaparte took possession of the poor remains of that antient commercial capital of the world (July 5th), whence he proceeded to reduce the rest of Egypt.

The French transports, after landing the army, were secured within the harbour of Alexandria; and the fleet, consisting of thirteen ships of the line and four large frigates, were anchored in the Bay of Aboukir in a line of battle, one side, as was supposed, sufficiently guarded by the land, and the other side flanked by numerous gun-boats and a battery on a small island. Nelson's force consisted of fourteen ships of 74

guns, and a brig of 14. Contrary to the expectation of the French admiral, about one half of the British ships got between him and the land, and attacked the unguarded and lumbered sides of his ships, which were thus placed between two fires (August 1st). The battle was long and desperate. The French admiral ship of 120 guns was blown up; a ship of 74, and a frigate of 36 guns, were burnt; a frigate of 36 was sunk; two ships of 80, and seven of 74, were taken; and of all the fleet only one ship of 80, one of 74 guns, and two frigates of 48 and 44 guns, escaped.

In consequence of this splendid victory the British admiral was loaded with honours and riches*.

As soon as the news arrived in London, the underwriters at Lloyd's, a society not incorporated, nor in any way supported by, or connected with, government, immediately subscribed a handsome sum for the relief of the widows of those brave men who had fallen in the engagement; and the same generous spirit pervading the whole community, the contributions for that benevolent purpose, received at Lloyd's, amounted to £32,423:19:9. It is proper to notice here, once for all, that such subscriptions are made by the merchants, traders, and others, in consequence of every distinguished naval battle.

The navies of all the hostile powers were now almost completely annihilated: and thenceforth the British commercial shipping enjoyed, almost without competition, the undisturbed navigation of every part of the Ocean.

Marshal O'Neil, governor of the Spanish province of Yucatan, with a flotilla of thirty-one armed vessels, carrying 2,000 soldiers and 500 seamen, made an attack (or rather attempted to make an attack) upon the settlements of the British wood-cutters on the Bay of Honduras. His arrival being expected, the settlers were tolerably well prepared for him: a fleet of gun-boats was in readiness, manned by the crews of the merchant vessels and volunteers of the colony, who, with the assistance of Captain Mofs in the Merlin sloop of war, bravely repulsed, and completely baffled, every attempt of the enemy; who, after hanging upon the coast from the 3^d to the 16th of September, without being able to effect a landing, or having hurt a single man of the settlers or the seamen, or having even done any damage to their vessels or other property, moved off with his whole fleet.

The disaffected party in Ireland, called United Irishmen, who had for several years been growing up into strength, and had actually entered into an alliance with the government of France, broke out in open rebellion in many parts of the country in the spring of this year: but

* His own sovereign created him Lord Nelson of the Nile, and composed a coat of arms for him. The British and Irish parliaments, and the East-India company, bestowed pensions and capital

sums: the king of Naples made him a duke, and gave him an estate in Sicily: and the Turkish emperor sent him magnificent presents.

they were almost completely suppressed in the course of the summer. The insurrection, as might be expected, was attended with the most ruinous consequences to the agriculture, the manufactures, and the commerce, of that kingdom. In many whole districts the farmers, from alarm or disaffection, deserted their farms, some of which were abandoned by every human creature; and consequently nothing was produced upon them: the manufactories were in like manner deserted, or were destroyed by the insurgents: and commerce, deprived of these principal supports, was necessarily at a stand.

November 15th—The Spanish island of Minorca surrendered to the British forces, commanded by General Stuart and Commodore Duckworth, without the loss of a single man.

The price of flour being very high in proportion to the price of grain, whereby bread was kept up greatly above its real value, a society of gentlemen in Kent set up a windmill to grind for the neighbourhood, where every one might have his own wheat ground, and, if he chose it, in his own sight, on paying four pence per bushel, with an allowance of only half a pound for waste. The beneficial consequences of this undertaking extended beyond the expected, or proposed, sphere of its action, for the millers immediately lowered their charge to one half; which did not, however, prevent the mill from going on, and even making a profit sufficient to reimburse the benevolent subscribers in a very short time. A society of ladies in another part of Kent immediately followed this truly patriotic example.

Captain Schank, whose improvement of sliding keels for vessels has been already noticed, (see p. 211) was the author of a plan for enabling every boat belonging to a merchant vessel, every river lighter, barge, scow, and keel, to carry one great gun, to be fired in every direction by means of a slide reaching from stem to stern of the boat. In case of a number of merchant vessels being attacked by a privateer in light winds or a calm, the fleet of boats, armed in this manner, which they could fit out against her in twenty minutes, would have a prodigious advantage in moving more rapidly with their light oars than she could do with her heavy sweeps, and could chuse their point of attack with such effect as to make her glad to escape from such a swarm of unexpectedly-powerful antagonists*.

The scheme of turning the whole boats all-along the coast instantaneously into occasional floating batteries, combined with the services of the gentlemen, seamen, carpenters, and other inhabitants of the coasts, who were trained to the use of great guns from a suggestion of the same gentleman, was pronounced to constitute ‘a wonderfully efficacious mode of defence’ for the country, at this time threatened with an invasion from France.

* If Cook’s and De Langle’s boats had been so armed, those illustrious navigators would not have lost their lives as they did.

The same ingenious officer also invented a gun-carriage with an inclined plane, whereby the weight of the gun itself is employed to counteract the strain and shock of the recoil; and also a method of fixing the gun carriages upon slides, so as to fight them upon either side; whereby a merchant vessel carrying eight guns may be rendered equal to another of sixteen in capacity to defend herself and the property on-board. Indeed the very appearance of eight guns on a side may in many cases deter a cruiser, who would eagerly fly to take possession of a vessel showing only four.

His plans for floating batteries constructed upon casks, which may also serve for temporary wharfs; his exertions for the defence of the harbours and the coasts, his hints for the improvement of the fisheries; and, above all, his plan for manning the navy without the expense, the enormities, the diseases, and mortality, of pressing, and confinement in tenders, which would be a prodigious relief to the commerce and navigation of the country, and would dispatch the outfit of the fleets with promptitude and alacrity, entitle Captain Schank to the lasting gratitude of a nation who desire to unite warlike with commercial pre-eminence.

Mr. Gearson of York in Pennsylvania received from the American government a patent for an invention of great importance to all persons concerned with shipping, by means of which a vessel, with her bottom so broken that the ordinary pumps would be incapable to preserve her one hour from going down, can be kept perfectly buoyant for any length of time, and cannot be overset by any gale of wind, though under a press of sail.

December 17th—An act, for continuing the duties on pensions, offices, and personal estates, contains a section for continuing the duties imposed on sugar by the acts of 27, 34, and 37 Geo. III, the excise duties on malt by an act 27 Geo. III, and the excise duties on tobacco and snuff by an act 29 Geo. III, till the 25th of March 1800. [39 Geo. III, c. 3]

December 22^d—Three millions were raised for the public service by a loan, the subscribers to which received £100 in the three-per-cent consolidated fund, and £87:9:6 in the three-per-cent reduced fund, for every £100 paid in. [c 7] The capital of the debt thus created amounted to £3,000,000 in the consolidated, and £2,624,250 in the reduced fund.

In the course of this year the following vessels passed the Sound,

British	3,313	Hamburgh	44	Russian	13	Totals.
Swedish	2,120	Oldenburg	55	American	120	
Danish	1,825	Bremen	96	Portuguese	12	
Prussian	1,621	Rostock	103	Dutch, French, and		
Papenberg	147	Lubeck	39	Spanish, none.		
	<hr/>		<hr/>		<hr/>	
	9,026		337		145	9,508

It has already been observed, that Haniburgh was getting the ascendant over Amsterdam, which had for a long time been the first commercial

city in Europe. The present war has greatly depressed, or rather almost annihilated, the declining commerce of Amsterdam, and has prodigiously augmented the advantages and commercial prosperity of Hamburgh, which has become the emporium of all the middle parts of Europe, especially for West-India produce and British manufactures. This year 2,148 vessels entered the port, whereof there were 198 from London, 80 from Newcastle, and 132 from other British ports, 117 from Amsterdam, 51 from Bourdeaux, 3 from Cadiz, 71 from Russia, 2 from China, and 149 from the United states of America. Of the vessels which failed out of the port, there were 17 for the Greenland fishery, which made successful voyages.

Among the imports of Hamburgh in the course of the year, the articles of sugar and coffee are the most considerable. Of the former the quantity was 98,000,000 of pounds, mostly from the British dominions and the United states of America; of the later 46,000,000 of pounds, whereof there were

from London . . . 4,568,000,	from New York . . . 4,182,000,	and from the island
Liverpool . . . 10,073,000;	Philadelphia . . . 5,773,000,	of St. Thomas . . . 4,162,000
	Baltimore . . . 8,965,000;	

Bremen also enjoys a share, though much smaller than that of Hamburgh, of the trade, which the war has turned out of its usual channel.

December—By an account of the value of the various articles exported from England in the three quarters ending 10th October 1797, and in those ending 10th October 1798, made up by the inspector-general of the customs by order of the house of commons, some of the chief of them were as follows.

	Three quarters of 1797.		Three quarters of 1798.	
	To all countries, except India and China.	To India and China.	To all countries, except India and China.	To India and China.
<i>British merchandize.</i>				
Woolen goods	£3,571,683	£405,759	£4,625,109	£351,193
Cotton goods, except muslins	1,586,644	1,887	1,724,045	5,262
Linens, including sail-cloth and muslins	465,203	6,822	867,687	12,861
Iron, wrought and unwrought	549,441	137,304	654,931	88,681
Sugar, refined	359,243	361	303,704	630
Coals	343,995	676	355,397	261
Silk goods	265,563	1,909	192,331	2,199
Copper, wrought and unwrought	129,678	137,304	144,611	116,961
Brass wrought, and brass wire	56,372	108,315	75,968	76,500
Printed books *	5,902	6,182	11,073	4,484
<i>Foreign merchandize †.</i>				
Coffee	2,973,824		4,323,459	
India piece goods	2,369,083		1,839,881	
Sugar	942,984		1,020,781	
Indigo	532,663		247,966	
Linens, including Irish	216,781		362,338	
Tea	215,341		313,692	
Tobacco	211,737		177,607	
Pepper	118,612		271,144	
Rum	106,066		46,698	

* So large a proportion of the books being for India and China is much to the honour of the British gentlemen established there, who are the only readers of them.

† The exports of foreign merchandize to India are not distinguished. But scarcely any of them except linens, can be wanted in India.

This statement is according to the custom-house valuation, established above a century ago, which differs from the value declared by the exporters, in the several proportions expressed in the following

*List of the principal articles of British manufactures exported, with the rate per cent, which the value declared by the exporters exceeds the estimates, by which they are valued in the books of the inspector-general of the customs *.*

	Excess per cent,		Excess per cent,
Apothecary's ware	333	Hats of felt	116
Beer	106	Horses	108
Books	447	Iron, wrought	103
Brass, wrought	158	Lead	53
Candles of tallow	58	Leather, tanned	283
Chariots	131	— wrought	60
Coaches	158	Melasses	75
Copper, wrought	19	Pictures or prints	6,053
— unwrought	1,409	Pewter	58
Cordage	61	Provisions, cheese	108
Coarse glass and earthen ware	334	Silk, wrought	113
Glass for windows	207	— sewing	54
— white flint	426	Tin	10
Gun-powder	106	Woolen goods	38
Haberdashery	1,147		

The custom-house valuation of the following articles is above their declared value, viz.

Hats of beaver	10	Linen, checked	6
Linen, plain, for bounty	13	Sail-cloth	38

The importation of sugar and rum in the course of this year was great beyond all preceding ones, as appears by

An account of the quantity of British-plantation sugar and rum imported and exported between 5th January 1798 and 5th January 1799, with the duties received, and drawbacks and bounties paid thereon.

IMPORTED from	SUGAR.				RUM.	
	Cwt.	qrs.	lbs.	Duty.	Gallons.	Duty.
Antigua	86,822	2	6		180,336	
Barbados	159,969	1	20		75,335	
Dominica	49,294	3	27		53,727	
Grenada	107,641	3	5		117,530	
Jamaica	1,187,404	0	21		2,948,644	
Montserrat	34,674	1	1		65,137	
Nevis	46,379	3	13		58,296	
S ^t . Christophers	100,142	0	0		170,571	
S ^t . Vincent	145,534	1	23		142,385	
Tortola	37,081	2	11		53,095	
Martinique	218,380	3	22		13,508	
Demararay	30,244	2	11		58,671	
Trinidad	29,972	0	4		3,803	
S ^t . Domingo	24,534	3	1		369	
Tobago	103,637	2	11		254,786	
Total	2,361,715	0	8	£2,070,377 2 7	4,196,193	£95,996 6 5
EXPORTED.	SUGAR.				RUM.	
	Cwt.	qrs.	lbs.	Drawback, &c.	Gallons	Drawback.
Sugar	532,399	1	23	£305,354 3 2	Rum 333,093	£5,866 10 0
Refined sugar	238,440	1	2	216,659 15 9		

* Mr. Irving, the inspector-general, annexed the following explanatory note of the mode by which the above rates are obtained.

‘The quantities exported to every part of the world, with

‘the declared values by the merchants exporters, are extracted from the bills of entry, and upon the same quantities the values are cast agreeably to the ancient rates, by which the manufactures of this kingdom exported have

The following is an Account of the vessels belonging to the British dominions, with their registered tunnage and usual number of men, on the 30th of September 1798.

	Vessels.	Tuns.	Men.
England	11,275	1,287,384	95,303
Scotland	1,976	141,472	11,935
Ireland	1,025	49,988	4,919
Colonies	2,664	172,481	14,872
Guernsey, Jersey, &c.	137	10,233	1,533
Mann	218	4,023	984
Total	17,295	1,000,481	129,540

There were built and registered in the several ports in the British dominions, in the course of this year,

833 vessels measuring 89,319 tons.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	£5,292,775	0	0
from the custom-house in Edinburgh	277,900	0	0
the West-India duty of four and a half per cent	28,412	7	3

Total net revenue of the customs of Great Britain £5,599,087 7 3

There were coined in the mint, in the course of this year,
63,510 pounds of gold, value £2,967,504 15 0
and no silver.

According to an account made up at the bank of England, the average amount of the bank notes in circulation, during each quarter of this year, was as follows.

	Notes of £5 and upwards.	Notes of £2 and £1.
from 25 th December to 25 th March	£11,385,180	£1,658,300
25 th March . . . 25 th June	11,290,610	1,983,330
25 th June . . . 25 th September	10,294,150	1,821,490
25 th September . 25 th December	10,711,690	1,730,380

‘ have been estimated in the books of the inspector-general
‘ for upwards of a century past; from whence it will ap-
‘ pear, in what proportion the value, as now stated by the
‘ declaration of the exporter, differs from the estimated
‘ value, on which the accounts have been heretofore as-
‘ certained.

‘ By thus extracting the entries of the quantity and

‘ declared value exported to every country, the true aver-
‘ age value is ascertained, particularly on those articles,
‘ which, though classed under one general head, vary
‘ materially in the constituent parts in quality and price,
‘ such as in wrought iron, from the finest article of polish-
‘ ed steel to the ploughshare, &c.’

ENGLAND.

Inward.				Outward.			
British.			Foreign.	British.			Foreign.
Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.	Vessels.	Tonn.
118	11,740	872	590	109,150	6,083	320	53,433
593	146,850	6,330	..	..	..	403	102,740
7	1,160	57	..	..	..	3	629
83	18,590	813	..	..	..	45	10,491
74	10,030	548	141	23,180	1,326	79	12,884
16	2,880	143	1	120	10	16	3,646
390	84,800	3,777	975	92,935	4,613	190	43,258
120	22,830	977	25	5,722	252	26	5,236
163	23,662	1,593	64	6,520	388	276	47,793
27	4,096	197	4	583	27	81	13,915
191	32,349	1,504	46	8,542	387	292	51,659
2	186	10	292	21,907	1,372	2	174
1	291	17	15	1,050	75	..	..
2	121	10	97	6,108	562	..	..
241	41,464	2,271	61	6,778	448	209	30,876
11	1,017	62	13	1,466	78	13	1,037
3	421	27	2	180	15	7	970
3	528	28	107	17,200	928	1	50
..	..	..	12	1,910	114	..	..
23	4,730	248	1	86	7	42	6,057
2	508	52	10	1,856	97	16	2,367
..	..	..	2	300	19	..	..
1	204	26	13	2,225	128	5	923
1	140	29	5	620	45	1	306
1	152	9	10	2,465	149	..	..
..	..	..	3	391	24	..	..
..	..	..	3	526	26	2	253
1	570	59	8	1,340	87	3	1,511
..
394,126	22,240	18	3,157	166	4,630	..	413,689
8,687	651	..	..	..	258	..	10,620
26,053	1,804	..	3	805	40	552	35,180
17,184	2,399	..	..	..	..	56	16,140
4,481	248	..	..	..	..	34	9,113
4,085	267	297	67,987	3,427	26	..	6,439
17,135	1,067	..	..	..	205	..	27,286
777	78	..	..	..	3	..	850
378	25	..	..	..	..	..	..
128,275	8,107	..	..	..	446	..	124,541
44,210	3,172	1	200	10	220	..	50,632
3,063	409	2	522	25	2	..	358
63,880	6,777	..	..	..	43	..	35,543
..	..	..	..	..	2	..	825
1,813	205	4	430	27	170	..	39,310
750	42	..	..	..	5	..	508
305	24	..	..	..	8	..	2,268
125,516	5,402	2,831	385,972	20,062	8,708	..	1,163,534
125,516	5,402	2,831	385,972	20,062	8,708	..	1,163,534
125,516	5,402	2,831	385,972	20,062	8,708	..	1,163,534
125,516	5,402	2,831	385,972	20,062	8,708	..	1,163,534
125,516	5,402	2,831	385,972	20,062	8,708	..	1,163,534

SCOTLAND.

Countries, &c. from and to.	Inward.				Outward.			
	British.		Foreign.		British.		Foreign.	
	Vessels.	Tons.	Men.	Tons.	Vessels.	Tons.	Men.	Tons.
Denmark & Norway	40	3,642	201	187	21,885	1,542	89	10,843
Russia	229	31,308	1,698	2	494	21	112	16,272
Courland								
Livonia								
Sweden	47	3,725	248	2	153	11	49	4,634
Poland	25	2,614	146	..	..	..	8	970
Prussia	131	22,894	1,115	6	929	48	27	4,546
Dantzik	3	261	18	..	..	..	3	281
Germany	54	5,504	318	3	177	13	77	7,803
Bremen								
Hamburgh	..	..	..	..	..	..	2	183
Holland	..	..	..	56	4,846	260	..	..
Flanders	..	..	..	1	80	5	..	..
France	..	..	..		
Portugal	24	3,176	196	..	..	..	20	2,756
Azores.								
Madeira								
Spain	..	..	..	..	..	..	6	509
Canaries								
Straits and Gibraltar	..	..	..	..	..	..
Italy								
Genoa								
Leghorn								
Naples								
Sicily								
Sardinia								
Venice								
Turkey								
Ragusa								
Ireland	1,144	67,509	5,231	..	..	..	1,204	77,153
Mann	14	271	31	..	..	..	13	436
Guernsey, &c.	7	522	31	..	..	..	8	606
Greenland	9	2,315	309	..	..	..	10	2,614
Southern fishery								
{ United states	13	2,183	143	24	5,492	282	8	1,478
{ Brit. colonies	25	4,142	245	..	..	..	44	7,762
{ Hudson's bay								
{ Honduras								
{ British	55	10,566	765	..	..	..	62	12,919
{ Conquered	18	2,996	225	..	..	..	25	3,852
{ Foreign								
{ Asia								
{ New Holland								
{ Africa								
{ Barbary								
Cape of Good Hope								
Americas.								
Europe								
Asia								
New Holland								
Africa								
Barbary								
Cape of Good Hope								
1,835	16,026	10,417	281	34,056	2,182	1,857	155,617	11,433
				</				

1799, January 4th—The acts 35 Geo. III, cc. 15, 80, and 36 Geo. III, c. 76, respecting the importation of Dutch property, and the act 37 Geo. III, c. 21, empowering the king to regulate the trade at the Cape of Good Hope, were continued till six weeks after the commencement of the next session of parliament. [39 Geo. III, c. 12]

January 9th—The parliament 'being desirous to raise an ample contribution for the prosecution of the war,' imposed a tax of *ten per cent* on the annual income of all persons having £200 a-year or more, whether arising from estate, agriculture, office, trade, or whatever source. Those, whose incomes were under £60, were exempted; and persons having from £60 to £199 were taxed according to a progressive scale rising from $\frac{1}{10}$ to $\frac{1}{5}$ of their incomes. In order to violate as little as possible the privacy necessary in commercial concerns, particular commissioners were appointed for receiving, and judging of, the statements of income delivered by persons in trade, which they were enjoined to keep secret: and they were to issue indented certificates, marked, numbered, or lettered, without the names of the parties, who were thereupon to pay into the bank the sums specified in the certificates. [c. 13] This act received several amendments, some of them in the course of the same session. But the tax was found not near so productive as it was expected*.

January 19th—The king, by an order in council, licenced a commercial intercourse between Jamaica and St. Domingo.

January—The directors of the bank advertised, that they would pay

* When the tax upon income was under the consideration of parliament, Mr. Pitt, the chancellor of the exchequer, laid before the house the following

Estimate of the annual income of all the inhabitants of Great Britain, distinguishing the sources whence it is derived.

	Millions
Rent of lands in England, reckoning 40,000,000 of cultivated acres at the average rent of 12/6	25
Tenant's profits, three fourths of the rent	19
Tithes	5
Mines, inland navigations, and timber	3
Houses	0
Professions	2
Rent of lands, &c. in Scotland	5
Income arising from possessions beyond the seas	5
Annuities from the public funds, deducting foreign property and the amount paid to the commissioners for reducing the na- tional debt	15
Profits on £80,000,000 employed in for- eign commerce, supposed 15 per cent	12
Profits on domestic trade, and those derived from skill and industry	28
Total annual income of the people of Great Britain	125

Mr. Pitt estimated the incomes of people having less than £200 a-year to be £23,000,000, and consequently there should be £102,000,000 liable to the full tax of *ten per cent*, which, with the taxes upon incomes from £60 to £199, should produce a revenue considerably above ten millions.

The amount of it for two years, agreeable to the accounts made up at the office for taxes, was as follows.

	Year ending 5 th April	
	1800	1801
By commissioners for gen- eral purposes, and com- missioners of appeal	4,426,047	4,348,312
By commercial commissioners	1,175,577	1,394,837
	5,601,624	5,743,150

The account for the first of these years states a sum of £180,000 to £200,000, as expected from districts, whence complete returns had not been received. One fifth of the sum assessed by the commercial commissioners is stated to be derived from income not acquired by commerce.

all odd fums, not exceeding £5, in cash (i. e. in gold and silver); and that all notes of one or two pounds, dated before July 1798, should be paid in cash, or exchanged for new notes, in the option of the holders. Just before this time their small notes had been forged.

February 13th—Minorca being now subject to Great Britain, the king, in council, licenced all his subjects to trade with that island, conforming to the duties, rules, &c. prescribed by law.

March 1st—Mr. Irving, the inspector-general of the imports and exports of Great Britain, by order of the house of commons, made up the following

Account of the quantities of the principal articles in the nature of raw materials, imported, and used in the manufactures of Great Britain for twelve years preceding the 5th of January 1799.

Years ending 5 th Jan.	Pearl-ashes, cwt.	Pot-ashes, cwt.	Barilla, cwt.	Brimstone, cwt.	Cochineal, lb.	Fustic, tuns.	Galls, cwt.
1788	42,265	48,235	85,715	39,623	273,037	5,561	1,903
1789	22,885	29,392	81,067	30,991	279,798	3,492	878
1790	26,986	50,789	101,628	25,372	82,620	2,091	2,113
1791	48,194	55,754	177,342	41,278	168,088	1,344	2,820
1792	41,361	26,215	87,659	41,492	159,737	3,763	1,048
1793	56,305	53,871	103,113	39,332	204,090	4,424	1,019
1794	39,609	24,084	98,493	46,947	66,815	4,182	380
1795	20,638	26,190	30,742	26,904	75,273	1,777	2,569
1796	13,562	22,829	109,209	19,243	177,717	1,653	1,884
1797	42,582	57,737	81,438	31,808	201,540	491	3,515
1798	32,412	48,858	48,327	18,891	.....	.....	487
1799	45,004	56,358	112,753	74,643	.....	1,586	126

	Indigo, lb.	Logwood, tuns.	Madder, cwt.	Redwood, tuns.	Shumack, cwt.	Elephant'steeth, cwt.	Flax, cwt.
1788	1,320,396	6,366	27,842	1,631	21,323	1,387	259,938
1789	1,588,711	6,788	19,931	593	19,987	2,145	253,356
1790	1,226,616	8,159	43,140	1,021	17,368	1,476	129,807
1791	978,907	5,795	47,931	.....	27,007	3,735	253,752
1792	707,210	4,939	40,812	100	27,599	1,484	296,671
1793	968,095	2,693	42,470	141	25,502	1,412	229,235
1794	920,376	2,538	20,546	1,086	23,113	2,203	267,605
1795	1,441,905	2,232	45,502	75	19,992	1,047	334,723
1796	2,831,195	3,042	37,455	372	26,052	1,167	220,024
1797	2,609,453	5,100	58,714	247	31,561	1,969	307,422
1798	.....	4,074	50,869	150	18,658	889	206,228
1799	.....	3,201	41,113	.....	37,479	.....	385,376

	Linen yarn, lb.	Hemp, cwt.	Ox or cow hides, number.	Bar iron, tuns.	Fish or train oil, tuns.	Whale fins, cwt.
1788	9,380,085	369,097	83,312	42,453	15,469	10,845
1789	9,436,123	550,010	100,359	48,095	15,190	10,257
1790	9,414,384	453,631	140,764	45,629	13,833	11,713
1791	10,273,768	564,933	185,854	34,748	12,300	6,673
1792	10,258,877	352,032	231,617	50,289	10,467	6,652
1793	9,523,227	590,659	245,200	48,500	10,685	5,143
1794	9,161,935	546,822	151,549	54,388	11,645	5,784
1795	7,636,890	575,489	107,010	37,047	10,600	5,461
1796	8,678,077	698,656	92,647	45,193	10,017	6,001
1797	7,914,545	613,373	110,346	45,572	11,236	7,855
1798	7,286,815	482,571	116,154	30,537	13,549	8,632
1799	9,228,354	626,701	165,785	47,167	11,388	8,774

Years end- ing 5 th Jan	Raw silk			Thrown silk, lb.	Cotton, lb.	Spanish wool, lb.	Woolen or bay yarn, cwt.
	Bengal, lb.	China, lb.	Italian, lb.				
1788	184,493	341,251	125,195	376,810	22,176,887	4,079,333	7,575
1789	301,219	245,008	149,449	260,120	19,614,290	4,013,114	4,503
1790	358,416	218,070	159,481	370,523	32,278,186	2,582,295	6,736
1791	270,654	199,600	205,642	487,938	30,603,451	3,014,511	4,792
1792	407,902	191,715	310,544	447,767	28,342,233	1,998,732	6,353
1793	411,828	96,969	388,582	426,251	33,422,032	4,263,496	8,348
1794	716,688	191,863	112,902	239,348	17,648,654	1,632,926	4,592
1795	459,470	91,854	48,769	306,593	22,866,659	4,362,069	19,233
1796	341,652	151,603	179,834	399,570	24,872,535	4,510,534	46,959
1797	277,822	5,689	115,438	360,021	31,279,973	3,289,311	3,002
1798	32,444	73,932	95,552	384,021	22,572,853	4,577,106	3,739
1799	...	...	239,354	350,800	29,413,471	2,263,660	75,131

As the imports from India can never be brought to account till July in the ensuing year, the inspector-general was obliged to omit the Bengal and China silk, and the elephant's teeth and cochineal of the last of these years.

In a few days after the above account was delivered, the house of commons, desirous of seeing a retrospect of the foreign articles worked up in the British manufactures during a longer space of time, ordered the following

Account of the quantity of the principal articles in the nature of raw materials imported and used in the manufactures of Great Britain, on an annual medium of four periods of five years each, commencing 5th January 1772.

Five years preceding 5 th Jan.	Pearl-ashes, cwt.	Pot-ashes, cwt.	Farilla, cwt.	Brimstone, cwt.	Cochineal, cwt.	Fustic, tuns.	Galls, cwt.
1776	27,977	22,384	73,065	20,899	149,891	1,234	1,632
1787	33,684	33,924	57,862	27,468	242,286	5,519	1,433
1792	39,146	43,204	110,161	35,693	178,866	3,022	1,575
1799	30,851	42,394	76,493	34,279	113,632	1,101	2,113

	Indigo, lb.	Logwood, tuns.	Madder, cwt.	Redwood, tuns.	Shumack, cwt.	Elephant's teeth, cwt.	Flax, cwt.
1776	1,176,188	1,672	29,044	347	12,484	690	254,141
1787	1,194,955	5,939	37,294	1,088	13,829	1,339	245,636
1792	1,093,707	5,674	38,816	371	23,492	2,050	232,564
1799	1,412,505	3,529	46,730	168	26,748	1,291	290,754

	Linen yarn, lb.	Hemp, cwt.	Ox or cow hides, number.	Bar iron, tuns.	Fish or train oil, tuns.	Whale fins, cwt.
1776	7,847,157	246,573	68,990	44,131	8,974	2,075
1787	8,873,866	314,986	66,878	44,924	10,288	4,410
1792	9,781,275	502,253	180,758	45,452	12,495	8,147
1799	8,148,936	573,358	118,388	41,103	11,358	7,464

	Raw silk			Thrown silk, lb.	Cotton, lb.	Spanish wool, lb.	Woolen or bay yarn, lb.
	Bengal, lb.	China, lb.	Ital. and Turk. lb.				
1776	182,581	160,265	197,621	361,359	4,414,757	1,578,605	13,587
1787	486,848	189,835	167,285	369,303	16,031,983	1,975,327	12,047
1792	350,003	190,452	242,729	398,519	28,852,038	3,174,429	6,146
1799	291,647	93,198	135,789	342,201	26,433,730	3,800,583	29,612

If equally authentic accounts of the raw materials of native produce could be obtained, they would afford a noble display of the foundation of our manufactures.

March—The directors of the bank of England made transfers to the proprietors, of the loyalty five-per-cent stock belonging to the bank, at the rate of ten per cent on their capitals in the bank stock, as a part of their accumulated profits: This was in addition to their usual dividend of seven per cent per annum.

March 21st—The following acts of parliament were continued for limited times, viz.

The act for suspending the bounty on the exportation of British-made sail-cloth or canvases to Ireland, continued till 25th March 1800.

The act prohibiting the importation of French cambrics and lawns, unless for exportation, continued till 25th March 1800.

The act for allowing bounties on the exportation of British and Irish linens, and permitting the importation of foreign linen yarn free from duty, continued till 24th June 1800. [39 *Geo. III*, cc. 26, 27, 28]

April 10th—Notwithstanding the act 38 *Geo. III*, c. 76, vessels loaded with the produce of the fisheries of Newfoundland, or the produce of that island or Labrador, were permitted to sail from any port of those countries without a convoy. [c. 32]

May 10th—The following laws, having been found useful and beneficial, were continued for limited times, viz.

The act for permitting the importation from all places of rape seeds and other seeds yielding oil, when British rape seed is so high as £20 per last (the price to be ascertained in the same manner as the price of corn) to be continued till 24th June 1804.

The act allowing the importation of seal skins, cured with foreign salt, free from duty, continued till 24th June 1804.

The act for encouraging the manufactures of flax and cotton by allowing drawbacks on the soap, starch, &c. employed in them, continued till 24th June 1803.

The act for securing the duties on glass, continued till 5th July 1800. [c. 38]

June 13th—Every kind of feudal service being hostile to the genius of commerce, it is proper to observe, that the thirlage, or obligation upon the occupiers of land to have their corn ground at particular mills, hitherto pretty general in Scotland, and also some other feudal hardships comprehended under the general name of thirlage*, which obstructed industry and occasioned much litigation, were now so far abolished, that the persons aggrieved by them are authorized to apply to the shireff for settling, by the help of a jury, an equitable commutation to be paid in corn or money to the proprietor of the dominant mill or

* Thirlage, corrupted from threllage, the condition of a threll, or bound servant.

other property, which that magistrate is required to settle and oblige the proprietor to accept. [c. 55]

Many colliers and coal-bearers in Scotland being still in a state of bondage, in consequence of not complying with the provisions, or having become subject to the penalties, of the act passed in the year 1775 for their emancipation, it was now enacted, that all such persons, who were bound colliers in Scotland at the time of passing that act, should be free from servitude, and be in all respects in the same situation as if they had regularly obtained their discharge agreeable to the act. And the powers given to justices of the peace by two acts of the Scottish parliament, 22 Jac. VI, c. 8, and 1 Car. II, c. 38, to fix the wages of labourers, and to compell labourers to serve for the appointed wages, and the masters to pay them, were now declared to extend to colliers, coal-hewers, coal-bearers, and all other persons employed at collieries in Scotland. [c. 56]

In order to secure to this country the benefit of an extended trade in the produce and manufactures of India, the East-India company are permitted to lodge the goods imported by them in warehouses approved of by the commissioners of the customs, on paying, or securing by bond, the following duties, which are declared to be instead of all former duties, except those imposed by the convoy act, 38 Geo. III, c. 76, viz.

	per cent
Plain muslin, Nankeen cloth, flowered or stitched muslins or white calicoes, .	7½
White calicoes, plain white dimities, and all goods prohibited to be used in this kingdom, being imported only for exportation, }	2½
All other goods, except bullion, pretious stones, tea, cotton, nutmegs, mace, cloves, and cinnamon, }	2

to be computed on the gross proceeds of the goods at the company's sales, and paid within four months after each sale.

Goods thus lodged in the warehouses may be exported without paying any other duties than those imposed by this act and the convoy act, on entering into bond that they shall not be reloaded in Great Britain, Guernsey, Jersey, Alderney, Sark, Mann, or the islands of Faro or Ferro.

The purchasers of goods, sold at the company's sales for consumption in this country, are to pay the following duties, which, with the convoy duties, are instead of all others formerly enacted, viz.

	Duties.	Drawbacks.
Arrangoes, for every £100 value at the sale	£58 9 1	
Calicoes, plain white, 1¼ yard broad and 10 yards long, } or above 1¼ yard broad and 6 yards long, per piece }	0 6 8	
and moreover, for every £100 in value	20 19 1	
— if exported, after being printed or coloured in } this kingdom, per piece . . . . . }	. . . . .	0 6 8
and for every £100 in value at the company's sale . . . . .	. . . . .	20 19 1
China ware for every £100 in value	109 8 6	

Cotton manufactures, not particularly enumerated or described, for every £100 in value }	£122	4	5
Towries, for every £100 in value	53	9	1
Duties, plain white, per yard	0	2	0
and moreover for every £100 in value	22	3	6
— if exported, after being printed or coloured in this kingdom, per yard }		0	1 8
and for every £100 in value at the company's sale		20	3 4
Drugs, not enumerated or described, manufactured, for every £100 }	78	11	5
Ditto unmanufactured, ditto	51	14	10
Japanned or lacquered ware, ditto	119	10	9
Muslins plain, Nankcen cloth, muslins or white calicoes } flowered or stitched, ditto }	19	13	9
— if exported after being printed or stained in this kingdom, ditto }		12	9 4
Sugar, ditto	37	16	3
and moreover for every hundredweight	0	2	6
Manufactured goods, not enumerated, for every £100 .	71	4	4
Unmanufactured goods (except tea) not enumerated, and not being exempted from duty, nor particularly charged with duty, for every £100 }	45	1	8

[c. 59]

June 21st—The sum of £15,500,000 was raised for the public service by a loan, the subscribers to which received £125 in the three-per-cent consolidated fund, and £50 in the three-per-cent reduced fund, for every £100 paid in. [c. 60] The capital of the debt thus created amounted to £19,375,000 in the consolidated, and £7,750,000 in the reduced.

The duty, imposed by the convoy act on raw linen yarn imported, was repealed with respect to the yarns of Ermland and Lithuania, and tow yarn imported directly from any of the territories of the king of Prussia: and a new duty of three per cent on the value was substituted for it. [c. 61]

July 1st—The following additional duties, some commencing from the 24th, and others from the 20th, of June, were imposed on sugar and coffee, viz.

Muscovado sugar of the British colonies, imported, per hundredweight . .	8d
Ditto, sold at the East-India company's sales	8d
White or clayed sugar of the British colonies, imported, —	4f
Sugar of foreign colonies, on delivery from the ware-house for exportation	2f6
Sugar imported by the East-India company, on ditto for ditto	6f6
Coffee, on ditto for ditto	4f

It was also thought expedient to deduct 2f6 per hundredweight from the drawback allowed on the exportation of muscovado sugar, 2f6 from the bounty on the exportation of ballard reamed, ground, or powdered,

or broken, sugar, and sugar-candy, and 4/ from the bounty on refined sugar exported. But the full drawback was allowed on sugars carried to Ireland. [c. 63]

The additional bounty of 1/6 per hoghead of 50 gallons, allowed upon the exportation of pilchards by the act 31 Geo. III, c. 45, and subsequent acts, was continued till 24th June 1805. Barrels of 32 gallons, and hogheads containing less than 50 gallons, were also allowed proportional bounties. The exporters were allowed to ship them from any place licenced by the commissioners of excise, as well as from the lawful quays. Many regulations respecting salt are also contained in the act. [c. 65]

July 12th—The act 14 Geo. III, c. 42, for prohibiting the importation of deficient silver coin, and for preventing the tender of silver by tale in payments beyond the sum of twenty-five pounds, was rendered perpetual. [c. 75]

The post-master-general and his deputies were authorized to send letters to foreign countries by any vessels whatever, and to charge half the postage payable on letters sent to the same places by the post-office packets. A postage of fourpence is henceforth charged upon every single letter brought from any foreign country by a private vessel, and in proportion for double letters, &c. the commander of the vessel being now allowed twopence for every letter. [c. 76]

A duty of four shillings per bushel was imposed on salt made in Scotland, instead of the former duty, and a further duty of six shillings was laid on salt carried from Scotland to England. [c. 77]

It being thought 'expedient to regulate the shipping and carrying of slaves in British vessels from the coast of Africa,' it was enacted, that all vessels fitted out for the slave trade shall be entered for that purpose at the port of clearing out. The space between decks shall not be less than five feet from the upper surface of the lower deck to the lower surface of the upper deck throughout the whole length, and the whole shall be allotted for the reception of the slaves, without being lumbered with merchandize or stores.—Vessels having only one deck shall have a false deck laid in the hold.—Every vessel before sailing must be measured and examined by an officer of the customs, who shall give the commander a certificate, authorizing him to take in as many slaves as there are spaces of eight superficial feet upon his lower deck: and that certificate must be produced, before any slave be landed, to the collector of the customs at the port of delivery in the West-Indies or America, who is required to examine the vessel, and transmit an account of the number of slaves onboard to the commissioners of the customs in London.—Every slaving vessel must have the words, 'allowed to carry slaves,' and the number of slaves allowed, conspicuously painted upon her stern.—No vessel shall carry more than ten slaves for every free person onboard: but if more than two fifths of the cargo be young slaves measuring not more than four feet four inches in height, every five such

young ones over the proportion of two fifths may be reckoned as four. No cargo of slaves shall consist of more than *four hundred*, unless in case of taking onboard shipwrecked slaves, or slaves from a vessel in distress.—The surgeon of every slaving vessel must have a certificate of his being properly qualified, and give bond at the custom-house before sailing, that he will keep a regular and true journal, expressing the number of male and female slaves brought onboard, and the deaths of the slaves and of the ship's crew, which he shall deliver to the collector of the customs at the first British port, where the vessel shall arrive after leaving the coast of Africa, who shall return him an attested duplicate of it; which, with the declaration of the master and the muster roll of the vessel, must be delivered at the custom-house from which she cleared out, before she can be cleared out for another voyage.—No person shall take the command of a slaving vessel, unless he has already been commander in one slaving voyage, or chief mate or surgeon during the whole of two such voyages, or chief or inferior mate during three such voyages.—No loss by mortality of slaves, whether natural or the consequence of ill treatment or *throwing them overboard*, nor any loss suffered from the princes or people of Africa, shall be recoverable by any policy of insurance. The commander, officers, and seamen, of every slaving vessel before sailing must sign a prescribed form of articles of agreement, containing the daily allowance of provisions, a stipulation for short-allowance money if the crew are obliged to go upon short allowance, an engagement to employ the African natives for wooding and watering, and to allow sufficient lodging room for the men during the middle passage, either under the half-deck, or in the steerage, or under an awning or temporary upper deck of wood, sufficiently caulked. The articles must be witnessed by two of the custom-house officers, and a duplicate of them must be lodged in the custom-house.—Every officer of a slaving ship must have an abstract of this act; and an abstract of it, a copy of the articles, and of the muster roll, must be constantly exhibited in the most public part of the vessel.—No vessel shall be cleared out for a slaving voyage, except at London, Liverpool, and Bristol *.

[c. 80]

It being represented in parliament, that great numbers of journeymen manufacturers and workmen were combining to advance their wages, it was enacted, that such persons entering into written or verbal covenants for the purpose of obtaining higher wages, lessening or altering the hours of work, or deterring others from duely following their business, or refusing to work along with other workmen, or contributing money for carrying on such combinations, should be committed to prison for not more than three months, or to the house of correction for not more than two months, by order of any justice. [c. 81]

The duty of one shilling on every chaldron (Newcastle measure) of coals, shipped in the River Tine for home consumption, which was

* May not this act be called the charter of the slave-merchants of London, Liverpool, and Bristol?

granted to the duke of Richmond by King Charles II, and confirmed to the present duke by parliament, was now made payable to the public revenue; instead of which an annuity, equal to the average of the amount for ten years preceding 25th December 1798, was settled on him and his heirs, subject to redemption, as may be afterwards agreed between the lords of the treasury and him *. [c. 84]

It being doubtful, whether the embezzlement of goods, money, bills, or other securities, by servants or clerks, whom merchants are obliged to entrust in the course of their business, be punishable as felony, the parliament enacted, that any servant, clerk, or person employed in the way of business, committing such frauds, should be transported for a term not exceeding fourteen years. [c. 85]

The king was empowered to prohibit, with the advice of the privy council, the exportation of corn, and also to permit the importation of corn, kidney beans, tares, lentils, calivances, and other pulse; and also bulls, cows, oxen, calves, sheep, lambs, swine; beef, pork, mutton, veal, and lamb, salted or fresh; bacon, hams, tongues, butter, cheese, potatoes, rice, sago, tapioca, vermicelli, millet seed, poultry, eggs, game, and four crout, in British or neutral vessels, without paying any duty. [c. 87]

It was enacted, that the East-India company should employ no vessels in their service but such as are contracted for to serve them in trade, warfare, or other service, during six voyages to and from India or China. They must advertise for proposals for building ships for their service of dimensions, &c. expressed in the advertisements; and they must impartially accept the offer of the lowest freight, unless all the offers be thought unreasonably high, the court of directors being at liberty to make agreements for extra freight in time of war or preparation for war.—In case of a ship being lost or taken before the completion of her fifth voyage, if the company are satisfied that the captain, or, in case of his death, the chief officer, had done his duty, they may contract with the owners for a similar ship, to be employed during six voyages on the same terms, and to be commanded by the same captain, or, failing him, by the former chief officer.—In cases of exigency the company, or their servants abroad, may hire ships for any particular service.—Vessels employed as packets, and vessels employed in the company's war establishment in India, are not subjected to the regulations of this act. [c. 89]

The sum of £703,541 : 13 : 4 was raised by a lottery of 55,000 tickets at £12 : 15 : 10 each. The sum destined for prizes being only £500,000, there remained a profit to the public of £203,541 : 13 : 4. [c. 91]

Goods produced in the foreign colonies or plantations in America, imported directly in vessels belonging to the United States of America, or other friendly powers, are permitted to be warehoused and reshipped without paying the duties imposed by the convoy act. But such goods, taken out for home consumption, must pay the duties. [c. 95]

* The annuity was settled in the year 1800 at £19,000 a-year. [*Acts*, 40 *Geo III*, c. 43, and c. 103 of *local acts*.]

Mr. Boulton of Soho near Birmingham, in consequence of an application made to him by the emperor of Russia for a set of machinery necessary for a mint, was authorized by parliament to export all the machinery, tools, and utensils, required for such an establishment, and even to send workmen along with them to Russia. [c. 96]

Notwithstanding the act, 33 Geo. III, c. 27, for preventing trade and intercourse with the countries in hostility with his Majesty, unless specially licenced by him, it was enacted, that Spanish wool might be imported from any place whatever in vessels belonging to any neutral country *. [c. 98]

The king was empowered to permit, by advice of the privy council, the importation of goods from the Levant into Great Britain, Guernsey, Jersey, Alderney, Sark, or Mann, without having clean bills of health, and without having been aired in the lazarets of Malta, Ancona, Venice, Messina, Leghorn, Genoa, or Marseille, they being subject to such rules with respect to opening and airing them, and to the performance of quarantine by the persons onboard the vessels importing them, as the king and privy council shall prescribe.—The duty of two per cent imposed by the convoy act on British goods, exported to any place out of Europe, was lowered to one half per cent on all such goods (except sugar and goods exempted from payment) carried to any place within the Mediterranean sea. [c. 99]

The act, 26 Geo. III, c. 81, for the encouragement of the fisheries was further continued till the end of the next session of parliament. The governor and directors of the British society are empowered to give premiums, not exceeding £60 in any one year, to sober and industrious persons living in their settlements, distinguished by their expertness in catching and curing fish, making soap or oil from fish, making nets, cultivating the soil, or other useful arts tending to advance the beneficial purposes of the society; also to lend sums of money, not exceeding £500 in the whole, for the purposes of purchasing, building, or equipping, boats or vessels for the fishery, or building houses, and to receive the payments with the interest by installments in the space of five years. They are empowered also to lend sums, not exceeding £200 in all, to persons undertaking to provide stores of oatmeal, salt, and other necessaries, to be repaid in one year; and a sum, not exceeding £200, and for a term not exceeding three years, to the person or persons undertaking to establish a manufactory of nets, sail-cloth, or cordage, or spinning hemp, flax, or woollen yarn, to be repaid as the directors shall please to appoint. [c. 100] These are very trifling sums to appear in an act of parliament: but a small matter of money may be a powerful spring of activity among poor people in such remote parts of the country, if the application of it is judiciously directed, and if the people were relieved from the hardships and intricacies of the salt laws.

The following acts were continued for limited times, viz.

The act for the support and encouragement of the fisheries in the

* The supply of Spanish wool, imported in consequence of this act, was chiefly from Hamburg.

Greenland seas and Davis's straits, as amended by the act 32 Geo. III, c. 22, continued till 25th December 1800.

The act for discontinuing the duties payable on the importation of tallow, hogs lard, and grease, continued till 25th March 1806.

The act for granting bounties on the Newfoundland fisheries, continued, so far as it relates to those bounties, till 1st January 1801. [cc. 101, 102]

Stamp duties, from one halfpenny to four pence, were imposed on bills of exchange, promissory notes, or draughts payable on demand or otherways for sums of five shillings, twenty shillings, or twenty-one shillings, draughts on bankers payable on demand being exempted.—The bank of England having been allowed to pay £12,000 a-year as a composition for the stamp duties chargeable upon their notes by the act 31 Geo. III, c. 25, and having made no composition for the subsequent increased stamp duties, an annual payment of £8,000 as composition for the stamp duties enacted since 31 Geo. III, and a further annual payment of £4,000 as composition for the duty chargeable on their notes of twenty shillings by the present act, were now required to be made by them in half-yearly payments.—The chartered banks, and some banking companies, in Scotland were also empowered to issue notes of 5/, 20/, or 21/, without stamps, on making payments to the satisfaction of the commissioners of the stamps and the barons of exchequer in Scotland, and complying with a multitude of regulations. [c. 107]

Pitch, tar, deal boards, fir, and timber, were allowed to be imported from Hamburgh, Breinen, Altona, and Gluckstadt, in British vessels navigated according to law, till the 1st of August 1802. [c. 111]

The king was empowered to permit, with the advice of his privy council, the importation of any goods whatsoever, specified in the order, in vessels belonging to any country in amity with his Majesty, till six weeks after the commencement of the next session of parliament. [c. 112]

The crowded state of the port of London, and the prodigious depredations upon the property floating on the water and lying on the wharfs, (see above pp 363, 454) loudly called for some means to put an end to evils of such magnitude and enormity. The West-India merchants, having made the necessary preliminary examinations and arrangements, now obtained an act of parliament authorizing them to construct a set of wet docks. After observing in the preamble the inconvenience occasioned by the circuit of the river round the peninsula called the Isle of dogs, the vast increase of the shipping in the river, and the want of room and accommodation at the legal quays, the act empowers the lord mayor, aldermen, and commons, of the city of London to make a canal, sufficiently large and deep to be navigated by ships, extending across the head of the peninsula called the Isle of dogs between Blackwall and Limehouse hole. They are invested with all the necessary powers to build piers, flood-gates, bridges, &c. to take the water of the Thames for the supply of their canal, and also the ground

required for their works, on paying the proprietors a fair price, either by agreement or the determination of a jury. The canal is the property of the corporation of London, who may grant licences for building on the adjacent ground. They are also empowered, under the inspection of the corporation of the Trinity-house, to remove, or alter the position of, the mooring chains; the profits of which belonging to Lord Gwydir by a grant from the king, a compensation is to be awarded to him by commissioners appointed for the purpose, and to be paid out of the consolidated fund, which is afterwards to be reimbursed from rates to be raised by virtue of this act.

‘ And whereas the ships in the West-India trade frequently arrive at the port of London in large fleets, and occasion great crowding, confusion, and damage, therein; and their cargoes being carried in lighters to the legal quays, cause upon the said quays, and in the passage thither, great obstructions, inconvenience, and delay, and are exposed to pilfering and fraud, whereby the owners sustain great loss, and the public revenue is much injured,’ a number of gentlemen, who have subscribed to the proposed capital, together with such others as, with their approbation, may become subscribers, are incorporated under the title of *The West-India dock company*, for the purpose of making sufficient wet docks with legal quays and wharfs and also warehouses attached to them, on the north side of the proposed canal in the Isle of dogs, for the reception and discharge of vessels in the West-India trade, whereby great accommodation will be given to the other shipping in the river, and the West-India produce will be guarded from plunder and other damage.—The stock of the company is £500,000, and may be increased to £600,000, if necessary. It is transferable like the stocks of other legal companies, each partner being liable for the debts of the company only to the extent of his property in the stock. They are restricted from ever raising their dividends above *ten per cent.*—They are required to inclose the docks, wharfs, and warehouses, with a strong wall of brick or stone, not less than thirty feet in height, with strong gates, and surrounded by a ditch of at least twelve feet constantly filled with water to the depth of at least six feet. No houses on the outside of the wall shall be nearer than the distance of one hundred yards. The company must not allow any slips for building or repairing vessels to be in their premises, nor be concerned in building or repairing vessels.

The lord mayor, as conservator of the river, may appoint a harbour-master or harbour-masters, who shall have authority to direct the entering, mooring, and removing, of vessels in the port of London, the canal, and other works connected with it, except the West-India docks, and to appoint the times proper for opening and shutting the canal. The harbour-masters must be approved by the corporation of the Trinity-house, who may discharge them in case of misconduct.—The directors of the West-India dock company may in like manner appoint dock-masters, also with the approbation of, and subject to dismission by, the Trinity-house, whose office and powers in the dock are similar to those of the

harbour-masters in the port, &c.—The quays formed within the company's inclosure being declared legal, all vessels arriving from the West-Indies, after the completion of the works, must discharge their cargoes on the quays belonging to them, and there the duties upon them must be ascertained; after which the goods may be stored in the company's warehouses, or elsewhere, in the option of the proprietors or their agents, except tobacco, which immediately after being landed must be conveyed to some of the king's warehouses.—If at any time the docks are so full, that some vessels cannot find room in them, the commissioners of the customs may authorize such vessels to discharge at such other legal quay as they shall appoint. The same commissioners may also order vessels arriving from other countries with West-India produce onboard, to discharge such produce in the company's docks. All vessels bound for the West-Indies must take in their cargoes in the company's docks, or in the river below Blackwall, except in the case of taking in naval stores for his Majesty's service at Deptford.—All vessels, before entering the docks, must unload their guns, and discharge all their gun-powder, except one pound; and for the prevention of fire, no tar, pitch, tallow, straw, shavings, or other combustible matter, must be allowed to be on any vessel's deck, or on any of the quays or wharfs, above twelve hours; neither shall any fire, candle, or lamp, be lighted in the docks, warehouses &c. unless they be necessary for making or repairing any of the works.—In consideration of the loss of employment which may be sustained by the owners of legal wharfs, sufferance wharfs, and certain warehouses, docks, and other tenements, or by Christ's hospital by failure of the income derived from car-rooms, or by any porters or car-men employed upon the present wharfs, the commissioners, appointed for settling the compensation to Lord Gwydir, shall award them a just and liberal compensation, which may be claimed in three years after the docks are ready for use.

In consideration of the accommodation and advantage which the proposed works will afford to the shipping and trade of the port, and in consideration of the expense of constructing the canals, bridges, roads, &c. to be made by the corporation of London, the following rates are made payable to his Majesty for fourteen years after the 1st of August 1799 by every vessel using the port of London, viz.

Coasting vessels above 45 tons, for every voyage in and out, inclusive	per tun . 1d
Vessels arriving from Denmark, Norway on this side of the North cape, the coast of Germany bordering on the Ocean, the Dutch and Austrian Netherlands, France as far as Ushant, and the islands of Guernsey, Jersey, Alderney, Sark, or Mann	1½
Vessels from any country within the Baltic, or beyond the North Cape of Norway	2
Vessels from France south of Ushant, the coast of Spain bordering on the Ocean, Portugal, the Azores, Madeira, the Canaries, or any part of the east coast of North America	2½

Vessels from Greenland, Gibraltar, any country bordering on the Mediterranean, the West-Indies, Mexico, South America, East-India, China, the Pacific ocean, or any other place to the southward of 25° north latitude } 3½

All vessels clearing outward to any foreign country to pay the same as vessels entering inward from such country.

His Majesty's ships of war, vessels belonging to any of the royal family, coasting vessels not exceeding 45 tons, and all coasting vessels loaded chiefly with corn, fishing craft, vessels for carrying passengers, and craft navigating upon the Thames no lower than Gravesend, are exempted from the duties.

Upon the credit of these duties there shall be advanced to the corporation of London from the consolidated fund a sum not exceeding £72,000, to be employed in the purchase of the ground, houses, &c. and in the works necessary for the canal; and money shall also be advanced from the consolidated fund to pay the compensations to be found due to the king and Lord Gwydir on account of the mooring chains. All expenses of mooring chains, salaries of harbour-masters, &c. shall be paid out of the rates granted to his Majesty.

In three years after the canal is completed for use, the corporation of London shall receive from every vessel, loaded or unloaded, entering the canal.

of 200 tons or upwards, per tun . . . 2d	50 to 100 tons 10f
100 to 200 tons 1½	20 to 50 tons 5f
and from every lighter, barge, boat, or other rowing craft 1f.	

After the West-India docks shall be completed, the company shall receive a duty of 6/8 per tun of registered measure from every vessel entering their docks, as full compensation for the use of the docks, and all charges of navigating, mooring, unmooring, removing, and management; also unloading her cargo, land-waiter's fees, cooperage of the cargo with hoops and nails, her removal into the dock appropriated for light vessels, and liberty to lie there any time not exceeding six months. Vessels, only partly loaded with West-India produce, shall pay tunnage dues only for the quantity of such produce they have onboard.—Lighters carrying ballast are not to pay any tunnage duty.

As compensation for the use of the quays, wharfs, cranes, land-waiter's fees for goods landed, and all charges of wharfage, landing, housing, weighing, cooperage required after landing, and as full rent for warehouse room for twelve weeks, the company shall receive the following rates or duties upon goods, viz.

Aloes, balsam, cassia, cortex Winteranus, gum } per cwt. 4/8	Dyer's woods do. . 6d
guaiacum, turmeric, . . }	Ginger do. . 3/3
Cacao, coffee, do. . 1/6	Hides per dozen 6d
Cotton, indigo, do. . 2/6	Marmalade, oil of castor, } per jar 2/6
	tamarinds }

Pimento per cwt.	3/2	Sugar do. .	8d
Rum, wine, per gallon	1d	Succads in boxes do. .	5f
Sarsaparilla per cwt.	6f	Turtle-shell do. .	5f

Every cask or other package of articles not specified, if under two hundredweight 2/6, if above that weight 5/. Articles brought loose, and chargeable with custom duty rated per hundredweight, to pay 1/ per hundredweight; and those not chargeable with duty to pay such rate as used to be paid in the port of London. [*Local acts* 39 *Geo. III, c. lxxix*]

The sanction of parliament was given to another undertaking, the very reverse of an artificial navigation to avoid an expensive and tedious land carriage or circuitous water carriage, being an artificial subaqueous land conveyance, instead of a cheap and direct natural water carriage. A number of gentlemen, being persuaded that a tunnel, or road passable for cattle and carriages, under the Thames between Gravesend and Tilbury, must be of great advantage to the kingdom, and especially to the counties of Kent and Essex, subscribed for making such a one. They are incorporated by the name of *The company of proprietors of the tunnel under the River Thames*. Their capital is £30,000, with power to increase it to £50,000. They are authorized to levy tolls, from 2d for a foot passenger to 10/ for a carriage with four wheels; and they are to receive £1000 a-year from the treasury as payment for the passage of all troops and military stores. They are bound to have their tunnel at all times sufficiently lighted with lamps, and also to pay £80 annually to the king as compensation for his ferry, and £30 to the corporation of Gravesend for theirs, both ferries being henceforth vested in the company. [*Local acts, c. lxxiii*]

The king was empowered to give a charter to a new company, to be incorporated under the firm of *The Globe insurance company*, who propose to make insurances on lives, and against loss by fire; to buy or sell annuities for lives, or on survivorship; to grant sums payable at future periods, either at home or abroad; to receive deposits; to act as treasurers for benefit societies and other benevolent institutions; to make provision for clergymen and their widows and children; and to receive deposits from members of the industrious classes of society and others, payable at a period of not less than six months. Their capital is declared to be from £500,000 to £1,000,000. [*Local acts, c. lxxxiii*] This company consists of near 900 proprietors; and their capital is one million.

In the course of this session acts were passed for repairing the piers, and improving the harbours, at Margate, Brixham quay in Devonshire, Leith, and Grimsby:—several acts, formerly passed, for canals were amended; and the barons of exchequer in Scotland were authorized to lend a part of the money, repaid by the proprietors of the Forth-and-Clyde canal, to those of the Crinan canal: and a great number of acts for improving cities and towns, roads, and bridges, were also passed.

The following accounts, illustrative of the affairs of the East-India company, are extracted from the papers laid before parliament.

An Account of the amount of all goods sold at the East-India company's sales from the 1st of March 1798 to the 1st of March 1799.

	Company's goods.	Private trade.	Neutral property.	Total.
Tea	£3,368,608	£304,124		
Bengal piece goods . .	1,228,308	} 243,837	£23	
Coast and Surat ditto .	1,773,577			
China wrought silks . .	9,094			
Raw silk	505,408	910		
China ware	4,032	3,089		
Nankeen cloth	88,099	278	191	
Pepper	331,625			
Saltpetre	226,742	13,168		
Drugs, sugar, indigo, &c.	783,885	1,064,553	237,408	
Coffee	17,688	- - -	110,609	£348,231
				1,629,959
				8,337,066
				£10,315,256

An Account of the stock, by computation, of the East-India company (exclusive of their capital stock) from the 1st of March 1798 to the 1st of March 1799.

Bonds bearing interest	£1,315,737	Due by government	£1,207,560
Bonds not bearing interest	16,167	Cash for balance 1 st March 1799 . .	805,938
Bills of exchange from China	839,506	Goods sold and not paid for	942,528
Ditto from India, &c.	198,991	Board of ordnance for saltpetre . . .	20,000
Ditto on account of India debt . . .	946,934	Goods in England unsold	8,481,815
Ditto to creditors of the rajah of } Tanjore }	9,459	Balance of quick stock at Bombay } in favour of the company . . . }	336,846
Customs on goods	1,155,062	Ditto at Madras, ditto	1,976,643
Bank for a loan on annuities	700,000	Ditto at Bencoolen, ditto	91,871
Ditto for a loan on bond	100,000	Balance at St. Helena	54,248
Ditto for interest on both loans . . .	10,666	Cargoes from England, not arrived } in India and China at the dates } of the several accounts of quick } stock }	£2,019,162
Freight and demurrage	750,000	Exports paid for, exclusive of bul- } lion, }	571,834
Supercargo's commissions	125,000	Silver in the treasury, and exported .	711,565
Proprietors of private trade	93,230	Paid to owners of ships not arrived . .	203,092
Owing on account of goods sold } under the act 35 Geo. III, c. 80 }	34,000	Value of shipping and craft, ex- } clusive of those abroad . . . }	65,930
Alms-houses at Poplar	77,092	Ditto of East-India house and ware- } houses }	757,749
Interest on military fund more than } applied }	23,968	Dead stock in India *	400,000
Ditto on contingent ditto	5,620	Due by government for stores and } supplies, about }	1,028,531
Owing in the department of ship- } ping, exclusive of exports . . . }	45,631	Owing by persons returned from } India, and in India }	67,167
Owing for exports of former seasons .	122,938	Loyalty loan, unsold, and estimated } to produce }	236,757
Bonds to commanders, whose ships } are worn out }	318,158		
Warrants passed the court, unpaid .	114,800		
Owing for teas returned by buyers, } and resold }	971		
Owing to contractors for indigo . . .	8,000		
Interest on bonds	38,229		
Dividends on stock	53,603		
Net balance of quick stock in Ben- } gal against the company, with } several other articles }	4,515,140		
Balance in China against the com- } pany }	1,073,607		
Balance of the whole account in } favour of the company }	7,286,727		
	£19,979,230		£19,979,230

* See the note to the account of the preceding year. The real value, by the latest advices from India, was now £9,211,850.

No credit is taken in this account for tea sent to America, amounting to £15,819, for which the company have received no return.

Amount of the company's sales, and their receipts, charges, and payments, in Great Britain.

<i>Receipts.</i>				<i>Payments.</i>			
Cash in the treasury 1 st March 1798	£540,645	4	8	Customs	£854,833	2	8
Company's goods sold	7,764,403	12	6	Freight and demurrage	1,708,540	5	9
Private trade and Dutch goods sold	1,425,189	11	10	Goods and stores exported	1,239,181	17	0
Charges and profit on private trade	137,393	13	2	India debt	478,461	3	10
Customs on ditto	93,628	3	5	Bills of exchange from India	194,203	9	4
Freight on ditto	102,844	6	11	Ditto from China	429,757	3	10
Company's share of the annuities transferred to the bank	36,226	15	10	Bonds to the creditors of the rajah of Tanjore	83,731	10	7
Persons returned from India	6,000	0	0	Bullion exported	1,224,881	8	3
Bonds issued	9,400	0	0	Charges of merchandize, including supercargo's commission, buildings, interest on loans, &c.	592,355	18	6
Government for stores and supplies to his Majesty's troops	209,058	17	10	Indigo contractors	4,758	4	10
Loyalty loan, amount received	411,423	18	1	Dividends on stock, and interest on bonds	710,593	4	0
				Bonds paid off	2,200	0	0
				Ditto paid in on sales	500,325	0	0
				Proprietors of private trade	1,275,374	12	1
				Alms-houses at Poplar	271	13	2
				Balances of goods sold under the act 35 Geo. III, c. 80	199,596	11	1
				Captains of worn-out ships	43,725	18	6
				Pay to military officers on furlough and retired	37,125	0	3
				Bank for sundry loans	350,000	0	0
				Balance 1 st March 1799	805,938	0	7
	£10,736,214	4	3		£10,736,214	4	3

April 15th—Several weeks having elapsed without the arrival of any coals in London, they got up to the enormous price of £6 per chaldron. And now, on the arrival at once of 240 ships, the best coals still kept up so high as 47/ in the Pool.

May 4th—In the south part of India a new war had broke out between the East-India company and Tippoo, the sultan of Myfore, which was now terminated by the capture of Seringapatam and the death of the sultan, who was found lying under a heap of his slaughtered subjects. His dominions were immediately divided between the Company, the Nizam, the Mahrattas, and an infant descendant of the antient rajahs of Myfore. Tippoo's sons were removed into the Carnatic, where they are to be supported handsomely in a private station: and all the other persons of his family and kindred, and also all his principal officers, have suitable provisions settled upon them. The extinction of this formidable monarchy, it is expected, will establish 'the peace and safety of the possessions in India on a durable foundation of genuine security.'

August 19th—The Dutch colony of Surinam in South America surrendered to the British forces without attempting to make any resistance.

October—During the war Hamburg had, almost exclusively, enjoyed the trade of supplying a great part of the continent of Europe with sugar, coffee, and other West-India produce, imported from Great Britain. Such advantages in trade too frequently excite a spirit of overtrading and speculation, which generally produces embarrassments and

bankruptcies. These took place in Hamburgh to the alarming amount of about three millions sterling, and involved many British merchants in much perplexity and distress, which did not, however prevent them from sending over £140,000 to support their commercial friends in Hamburgh. The money was put onboard a ship of war, which was unfortunately cast away upon the coast of Holland (October 9th): and the whole loss fell upon the underwriters, who, thinking the risk next to nothing, had taken it at a very low premium.

October 12th—The merchants of Liverpool appear to have suffered more by the stagnation of the sugar trade than those of any other place in this kingdom; and the parliament thought it necessary to grant them some relief. The expedient, which had proved so beneficial some years before, was on this occasion again resorted to. Commissioners were appointed and authorized to accommodate the merchants of Liverpool and Lancaster, who should apply to them, with exchequer bills to the amount of £500,000 on nearly the same terms which were prescribed in the year 1793. [39, 40 *Geo. III, c. 5*]

The parliament gave the distillers a temporary permission to use sugar and melasses, and allowed them a discount of $4\frac{3}{4}d$ out of certain duties, amounting to $1\frac{1}{2}\frac{3}{4}$, payable upon spirits made from melasses or sugar in England, with a proportionable allowance for spirits made partly of those materials and partly of corn. They also totally prohibited the use of wheat in England, and of all kinds of corn in Scotland, for the manufacture of spiritous liquors. And as it was fully as necessary to lessen by every means the consumption of corn as to promote the consumption of sugar, they allowed foreign starch to be imported, on paying a duty reduced from £5 : 5 : 8 to £3 : 19 : 4 per hundredweight, till the 20th of September 1800. [*cc. 7, 8*] The permission to distill from sugar was continued till the 1st of July 1801 by a subsequent act of this session.

The following acts were continued for limited times, viz.

The act for admitting certain articles of merchandize imported in neutral vessels, continued till 20th February 1800.

The act authorizing his Majesty to make regulations for the trade of the Cape of Good Hope, continued till 20th February 1800.

The act enabling his Majesty to permit the importation of goods in neutral vessels, continued till 20th February 1800.

The act enabling his Majesty to prohibit the exportation and permit the importation of corn, and for allowing the importation of other articles of provision without paying duty, continued till 30th September 1800. [*c. 9*]

The three first of these were further continued (19th February 1800) till forty days after the commencement of the next session of parliament. [*c. 17*]

The very great quantity of sugar produced in the British West-Indies by the influence of a season uncommonly favourable, together with the late increased application of capital and of mercantile and agricultural

exertion, which had been considered as a fountain of wealth and prosperity to all connected with the West-Indies, turned out a considerable cause of the hardships under which the West-India merchants now laboured. The importation was so very much beyond the demand, which for foreign countries was lessened by the convulsed state of Europe, by the bankruptcies in Hamburgh, the principal market on the continent, and by the operation of the late act for diminishing the drawback, that it was impossible to sell at any price not absolutely ruinous; and many of the importers were rendered unable to advance the duty payable upon landing, notwithstanding that the bank gave the most liberal accommodation by enlarging their discounts.—The parliament therefor enacted, that, till the 1st of April 1800, British-plantation sugar might be lodged in warehouses, to be appointed by the commissioners of the customs, under the joint locks of his Majesty and the importers, on giving bond for the duties, payable upon taking out the sugars, or, at farthest, in six months after date; failing which, the commissioners of the customs are authorized to sell them by auction. They also allowed the whole of the drawbacks granted by former acts on the exportation of sugar, and permitted sugar imported by the East-India company to be exported, without payment of the duty imposed in the preceding session, till the 5th of January 1800, and further till the 5th of May, if the price of sugar, including the duty, on an average of six preceding weeks be under 70/- per hundredweight. [c. 12]

In September three French frigates of 32, 40, and 44, guns, having onboard 1000 soldiers, and attended by gun-boats, went upon the coast of Africa, where they took six ships belonging to Liverpool, carrying from 16 to 26 guns, and a vessel belonging to Barbados, together with several vessels belonging to Portugal and the United States of America. As some compensation for such a sweeping capture, two Spanish frigates, with near three millions of dollars and valuable cargoes onboard, were taken in October by a squadron of British ships of war.

The Greenland whale fishery was uncommonly successful this year. The Hull ships, in particular, caught a prodigious number of whales and seals, and also some bears and sea unicorns. Nor was the unusual abundance of whales confined to the Greenland seas: about 200 small ones, from 8 to 20 feet long, ran themselves aground at Trestra found in Fetlar, one of the Shetland islands, and afforded a good prize to the natives.

The herring fishery on the coast of Sweden, which for a considerable number of years had been remarkably abundant, was so very scanty this year, that the exportation of herrings was prohibited till November 1800: and the supply being found insufficient for the home consumption of the Swedes, they even imported some from Scotland.

In the year 1793 the herrings were found to be more abundant in the Firth of Forth than they had been known for many years bypast. In 1794 considerable quantities of salt, barrels, &c. were provided, and

houses for making red herrings were erected. In that and the following years the Firth was covered with fishing vessels, not only from the adjacent ports, but from every part of Scotland, the coast of England as far as Bristol, and also Ireland, those from the west coast and from Ireland being conveyed across the country by the Forth-and-Clyde canal: and the animating appearance of about 360 sailing vessels and 1,200 boats, all busily engaged in the fishery, together with the crowds of gutters, salters, coopers, and other people employed by it upon the shore, recalled the remembrance of antient times, when the numerous towns upon the coast of Fife were enlivened and enriched by the herring fishery *. The revival of this great fishery, which was calculated to produce annually about half a million of barrels of herrings †, afforded a most providential supply of cheap and wholesome food to the adjacent country, and all places to which they could be carried by the higglers, in those years when the price of bread was most exorbitant. Even the London market was supplied by the fast-sailing Berwick smacks with fresh herrings from the Forth by means of the excellent contrivance of packing fish in ice: and prodigious numbers were also carried in a slightly-salted state ‡ to London and other places. Though the people of the east side of Scotland were not now so expert in curing their herrings as those of Campbelltown, Rothsay, Greenock, Stornoway, and the west coast in general §, great quantities of the herrings cured in the Forth were carried to the West-Indies for the use of the plantation negroes: and considerable quantities of the red herrings were also exported.

As all these methods of disposing of the fish could not take off the whole of them, the remainder were mostly boiled for oil: and by a new process, invented by Mr. Crooks of Edinburgh and Sir John Dalrymple, herrings, and any other fish, even in a putrid state, are made into soap by a mixture of turpentine and other materials; an invention which may in time reduce the price of that universally-necessary article.

About the end of this year a cargo of coals, said to be of an excellent quality, was shipped at Coal river, about 100 miles north of Port Jackson in New South Wales, for Bengal.

This year the once-powerful, and eminently prosperous, Dutch East-India company made the last payment to the proprietors of their stock, and that only of dividends in arrears. As the commerce of that company was now suspended, this seems to be the proper place to lay before the reader

* In the Firth of Forth the herrings swim near the north shore, which gives the fishermen of Fife, especially in the wide part of the Firth a great advantage over those of the opposite shore.

† The custom-house accounts of the fishery exhibit only the herrings *cured* in Scotland, without taking any cognizance of those caught by vessels from England and Ireland, of the vast numbers consumed fresh in the country, or those carried to London and other parts of Great Britain.

‡ These herrings, when washed from the salt,

were as fresh as one would chuse to have them for eating, and of a quality far superior to those usually sold in London, though inferior to those of Loch Fyne and some other parts of the west coast.

§ This year some herrings from Stornoway sold for about £2 sterling per barrel at Hamburg, where a cargo from Leith sold at a third of that price. But those carried thither by the fishermen of Altona, and cured in the Dutch manner, sold for £5.

A complete Account of the dividends and prices of stock of the Dutch East-India company for every year, as far back as they are accurately known.

Years.	Dividends, rate per cent.	In what manner paid.	Years.	Dividends, rate per cent.	In what manner paid.	Years.	Dividends, rate per cent.	Fluctuations in the price of stock.	Years.	Dividends, rate per cent.	Fluctuations in the price of stock.
1605	15	Money	1649	30	Money	1700	25	No correct account before the year 1723.	1754	20	555½ to 507½
1606	75	ditto	1650	20	ditto	1701	25		1755	20	515½ .. 407½
1607	40	ditto	1651	15	ditto	1702	25		1756	20	404½ .. 446
1608	20	ditto	1652	25	ditto	1703	25		1757	20	555½ .. 507½
1609	25	ditto	1653	12½	ditto	1704	25		1758	15	458 .. 390
1610	* 50	ditto	1654	15	ditto	1705	25		1759	15	386½ .. 417
1611	0	ditto	1655	12½	ditto	1706	25		1760	15	414 .. 378
1612	57½		1656	27½	ditto	1707	25		1761	15	390 .. 335
1613	0		1657	0	ditto	1708	25		1762	15	323 .. 379
1614	0		1658	40		1709	25		1763	15	407 .. 353½
1615	42½		1659	12½		1710	25		1764	15	374 .. 406
1616	62½		1660	40		1711	25		1765	17½	406 .. 585
1617	0	ditto	1661	25		1712	15		1766	20	593 .. 546
1618	0		1662	0	ditto	1713	30		1767	20	580½ .. 503
1619	0		1663	30		1714	33½		1768	20	518 .. 455
1620	37½		1664	0		1715	40		1769	20	472 .. 410
1621	0		1665	27½		1716	40		1770	15	412 .. 325
1622	0	Cloves	1666	0	ditto	1717	40		1771	12½	314 .. 386
1623	25		1667	0		1718	40		1772	12½	369 .. 326
1624	0		1668	12½		1719	40		1773	12½	323 .. 363
1625	20		1669	12½		1720	40		1774	12½	336 .. 363
1626	0		1670	40		1721	33½		1775	12½	340 .. 357
1627	12½	ditto	1671	45	ditto	1722	30		1776	12½	340 .. 359
1628	0		1672	15		1723	12½	654 to 631 603 .. 654 614 .. 660 658 .. 663 560 .. 658 655 .. 612 628 .. 679 715 .. 650 692 .. 742 779 .. 711½ 644 .. 788 754 .. 647 645 .. 714 756 .. 675 532 .. 586½ 585 .. 534 494 .. 572 506 .. 403 391 .. 439 403 .. 350 350 .. 434 407 .. 464½ 470½ .. 420 368 .. 450 434 .. 369 366 .. 455 423 .. 495 489 .. 594 603 .. 575 580 .. 546½ 559½ .. 534	1777	12½	355 .. 382
1629	25		1673	33½		1724	15		1778	12½	380 .. 340
1630	0		1674	0		1725	20		1779	12½	357 .. 322
1631	17½		1675	0		1726	25		1780	12½	328 .. 323
1632	0		1676	25	Money	1727	20		1781	12½	Sinking from 300 to 170 After 1795 the stock fell to 50, except a momentary start to 130.
1633	12½	ditto	1677	0		1728	15		1782	12½	
1634	0		1678	0		1729	25		1783	12½	
1635	20		1679	12½		1730	25		1784	12½	
	12½		1680	25	Bonds	1731	25		1785	12½	
	12½	Cloves	1681	22½		1732	25		1786	12½	
1636	12½		1682	33½		1733	25		1787	12½	
	12½		1683	0		1734	25		1788	12½	
1637	15		1684	0		1735	25		1789	12½	
	25	ditto	1685	40	Money	1736	20		1790	12½	
1638	10		1686	12½		1737	15		1791	12½	
	25		1687	20		1738	15		1792	12½	
1639	0		1688	33½		1739	15		1793	12½	
1640	15		1689	33½		1740	12½		1794	12½	
	25	Money	1690	40	ditto	1741	12½		1795	12½	
1641	15		1691	20		1742	12½		1796	12½	
	25		1692	25		1743	12½				
1642	50		1693	20		1744	15				
1643	15		1694	20		1745	15				
1644	25	Money	1695	25	ditto	1746	20				
	20		1696	15		1747	20				
1645	0		1697	15		1748	20				
1646	22½		1698	15		1749	25				
	25		1699	20	Money this year and all after.	1750	25				
1647	0	ditto				1751	25				
1648	25					1752	25				
						1753	20				

* According to other accounts, there were three dividends in 1610, viz. 75 per cent in mace, 50 in pepper, and 7½ in money; 132½ per cent in one year! But such irregular and prodigious dividends in the early times of this

company proceeded almost entirely from the plunder of successful privateering adventures, while the fair profits of trade were considered as objects of subordinate attention.

The dividends of the year 1795 and 1796 were not paid till 1799, and only to those persons who produced certificates of their having taken shares in a loan raised by the company in the year 1790. After that time no dividends have been paid. [*Letter from Amsterdam in May 1802*]

During above a century bypast the stock-holders have been taxed four and a half per cent, whereby their latest dividends have been reduced to eight per cent of real income; a poor return for those who have bought at five or six hundred.

Sir John Sinclair's great and important national work, *the Statistical account of Scotland, drawn up from the communications of the ministers of the different parishes*, begun in the year 1791, was finished this year in twenty-one volumes octavo. It contains a more copious and complete account of that kingdom than Domesday book does of England: and it must give pleasure to every friend to the general prosperity of the British empire to see, by the comparisons of the past and present state of the parishes, how much the country has improved, and is still improving, in agriculture, manufacture, and commerce, and consequently in population, during the last half of the eighteenth century*.

By order of parliament, Mr. Irving, the inspector-general of the imports and exports, made up the following

Account of the total value, agreeable to the estimates of the inspector-general's books, of the woolen manufactures exported from Great Britain in the last ten years.

	1790	1791	1792	1793	1794	1795	1796	1797	1798	1799
	£	£	£	£	£	£	£	£	£	£
Denmark & Norway	18,637	60,829	41,659	22,970	29,249	27,927	38,198	43,377	21,983	29,959
Russia	76,744	134,224	182,353	82,401	71,636	129,135	153,985	120,135	136,867	149,789
Sweden	2,037	3,483	17,713	2,011	8,071	2,820	2,812	15,807	215	600
Poland	911	3,695	3,511	1,881	1,091	1,228	1,094	567	1,246	1,218
Prussia	9,519	13,857	18,046	17,769	19,268	27,479	133,903	150,999	34,846	39,296
Germany	223,226	255,303	271,638	217,193	330,024	503,706	594,898	641,098	463,019	427,053
Holland	306,414	313,845	367,583	265,565	217,381	.. ..	126	7,712	94	175
Flanders	117,779	124,239	117,151	72,703	51,585	.. ..	27	.. ..	.. ..	.. ..
France	95,827	96,840	155,134	42,857	.. ..	.. ..	.. ..	631	.. ..	.. ..
Portugal & Madeira	382,038	434,375	465,373	376,171	335,811	368,666	425,038	401,920	488,469	568,788
Spain & Canaries	407,464	346,367	472,221	259,849	265,036	191,203	262,192	26	.. ..	.. ..
Straits & Gibraltar	119,494	130,336	80,774	20,607	23,586	16,696	24,144	6,910	34,860	31,774
Italy & Venice	446,359	517,178	386,631	165,046	181,283	274,095	295,374	2,651	26,739	47,410
Turkey	15,070	41,095	34,334	9,078	6,395	12,228	28,580	3,056	13,927	47,398
Ireland	394,720	499,793	490,271	178,071	308,756	458,938	555,963	360,600	583,964	916,190
Mann	3,382	3,753	4,737	3,141	4,163	1,535	3,004	3,963	6,328	4,737
Guernsey, &c.	8,372	4,784	9,058	2,545	1,619	2,967	1,706	2,156	1,939	3,744
Br. colonies	156,192	132,997	183,681	147,631	186,787	196,870	224,649	232,329	232,869	324,739
United states	1,481,378	1,021,796	1,561,753	1,032,954	1,391,877	1,982,318	2,294,942	1,901,986	2,399,933	2,803,490
West-Indies, Br. &c.	226,921	288,722	319,329	311,540	368,261	350,595	382,266	465,990	1,182,457	552,726
East-Indies	530,614	377,815	302,509	530,307	491,152	587,054	543,387	446,629	351,475	668,161
Africa	167,528	99,696	165,204	44,237	97,871	67,403	44,842	118,800	218,095	259,683
Totals †	5,190,637	5,505,034	5,510,668	3,806,536	4,390,920	5,172,884	6,011,133	4,936,355	6,499,339	6,876,939

* It was apparently in consequence of the multiplied representations, in this great collection of the hardships of the partial tax upon water-borne coals with its concomitant insuperable custom-house difficulties, and the servitude of thirlage (adstriction to the over-lord's mill), that these oppressions have been abolished by parliament. It may be hoped that the removal of other grievances, and particularly the hardships of the salt laws, and the difficulty of

obtaining wholesome malt liquor, with the too great facility of obtaining pernicious spiritous liquor, will not long be overlooked by an enlightened legislature.

† In copying this account the shillings and pence are omitted: and thence there is some difference between the particular sums and the totals, wherein the amount of them is included.

The following is an Account of the vessels belonging to the British dominions, with their registered tunnage and usual number of men, on the 30th of September 1799.

	Vessels.	Tuns.	Men.
England	11,487	1,337,181	99,309
Scotland	2,031	148,110	12,413
Ireland	999	49,825	4,835
Colonies	2,996	201,743	15,982
Guernsey, Jersey, &c.	139	10,810	1,497
Mann	227	5,146	1,210
Total	17,879	1,752,815	135,237

There were built and registered in the several ports in the British dominions, in the course of this year,

858 vessels measuring 98,044 tons.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	£7,186,614	0	0
from the custom-house in Edinburgh	312,000	0	0
the West-India duty of four and a half per cent	39,741	6	1
Total net revenue of the customs of Great Britain	£7,538,355	6	1

There were coined in the mint, in the course of this year,
9,630 pounds of gold, value £449,961 15 0
and no silver.

According to an account made up at the bank of England, the average amount of the bank notes in circulation, during each quarter of this year, was as follows.

	Notes of £5 and upwards.	Notes of £2 and £1.
from 25 th December . to . 25 th March . .	£11,585,210	£1,627,250
25 th March 25 th June . . .	12,118,690	1,601,570
25 th June 25 th September	12,155,360	1,604,580
25 th September 25 th December	12,335,920	1,671,040

Countries, &c.	Imported into						Exported from																	
	ENGLAND.			SCOTLAND.			ENGLAND.			SCOTLAND.														
	British merchandise.	Foreign merchandise.	Total.	British merchandise.	Foreign merchandise.	Total.	British merchandise.	Foreign merchandise.	Total.	British merchandise.	Foreign merchandise.	Total.												
Denmark & Norway	£142,245	3	2	£51,790	17	0	£180,247	4	0	£148,263	13	11	£328,510	17	11	£13,793	19	2	£2,439	15	10	£16,233	15	0
Russia	2,016,903	13	2	645,351	13	4	403,432	19	1	334,148	7	8	737,581	6	9	25,177	13	7	6,951	1	2	32,128	14	9
Sweden	305,525	10	4	42,357	6	1	20,840	13	0	19,076	1	8	39,916	14	8	5,279	8	3	5,384	11	7	10,663	19	10
Poland	261,066	2	0	9,521	11	0	32,247	6	7	18,816	12	9	51,063	19	4									
Prussia	699,563	3	1	84,682	1	8	179,184	14	3	109,782	7	2	288,967	1	5	840	0	3	1,864	0	0	2,704	0	3
Germany	2,613,809	7	11	206,324	18	1	1,854,476	11	11	6,587,596	14	6	8,442,073	6	5	178,091	6	11	53,133	0	3	231,224	7	2
Holland	158,187	7	3	42,245	9	10	4,931	16	4	12,720	10	7	17,052	6	11									
Flanders	12,355	13	9	..	..	..	215	0	0	14,021	4	2	14,236	4	2									
France	29,930	6	8	..	..	..	570	15	0	8,332	11	0	8,903	6	0									
Portugal	910,831	4	5	136,222	16	2	948,420	10	1	117,246	5	8	1,065,666	15	9	5,095	9	3	2,649	4	0	7,744	13	3
Madeira	14,913	8	6	..	..	..	92,434	16	3	18,747	18	7	111,182	14	10									
Spain	416,767	19	4	..	..	..	5	0	0	..	..	..	5	0	0									
Canaries	13,078	9	9	..	..	..	..	..	..	..	..	..	..	..	..
Straits	3,957	17	3	..	..	..	..	..	..	..	..	..	..	..	..
Gibraltar	59,034	10	5	..	..	..	289,764	15	3	68,296	10	9	358,061	6	0	120	14	0	602	10	6	723	4	6
Italy	181,400	0	0	2,214	12	2	179,096	14	4	174,232	4	9	353,328	19	1	14,898	11	9	2,817	10	11	17,716	2	8
Venice	40,992	11	1	..	..	..	2,376	5	7	14,831	13	2	17,207	18	9									
Turkey	33,091	3	1	..	..	..	112,065	18	9	114,012	18	1	226,078	10	10									
Ireland	2,445,079	1	5	325,652	17	9	2,195,398	19	1	1,590,696	14	4	3,786,095	13	5	210,600	2	9	90,290	12	8	300,800	15	5
Mann	48,550	0	1	786	14	0	28,709	8	4	24,404	17	3	53,114	5	7	1,445	15	0	..	..	..	1,445	15	0
Guernsey, &c.	179,987	12	6	10,965	13	9	180,091	6	10	78,175	15	6	258,267	2	4	2,985	11	0	139	15	0	3,125	6	0
Greenland	111,188	7	0	23,721	1	7	..	..	..	503	14	0	503	14	0									
United states	1,635,380	3	8	183,561	10	0	6,260,782	18	6	332,930	1	6	6,593,713	0	0	435,438	10	3	27,407	8	0	462,845	18	3
British colonies	255,157	7	5	78,168	16	10	1,130,240	16	7	273,982	4	8	1,403,223	1	3	179,551	14	0	45,957	4	8	225,508	18	8
British	6,258,665	12	7	494,920	16	4	4,914,641	11	11	776,381	14	3	5,691,023	6	2	545,435	19	1	58,239	7	2	603,675	6	3
Foreign	703,710	10	7	15,002	1	6	140,120	5	7	24,631	0	4	161,751	5	11									
Asia	4,284,805	9	10	..	..	..	2,276,198	2	11	157,796	15	1	2,433,994	18	0									
New Holland	..	..	..	..	..	..	2,702	7	6	148	17	10	2,851	5	4									
Africa	73,522	3	9	..	..	..	757,828	2	7	564,599	17	1	1,322,427	19	8									
Cape of Good Hope	35,680	3	0	..	..	..	277,035	11	6	9,196	15	0	286,232	6	6									
Sierra Leona	3,587	11	7	..	..	..	1,397	13	10	16,566	0	11	17,963	14	9									
Prize goods	534,873	14	7	..	..	..	..	..	..	..	..	..	..	..	..
Totals	24,483,841	9	22	2,353,590	17	1	22,465,458	5	7	11,600,240	2	23	4,074,698	7	9	1,618,754	15	3	297,876	1	6	1,916,630	17	0

Summary.

Imports of {		Exports of {		British merchandise.		Foreign merchandise.		Totals.	
England	Scotland	England	Scotland	£22,465,458	5 7	£11,600,240	2 2	£34,074,698	7 9
2,353,590	17 1	2,353,590	17 1	1,618,754	15 3	297,876	1 9	1,916,630	17 0
Totals		-		£24,084,213	0 10	£11,907,116	3 11	£35,991,329	4 9

But the real marketable value, as stated to parliament by Mr. Irving, the inspector-general, was

Imports from Asia	£ 8,918,248	0 0	Exports of British merchandise	£38,942,498	0 0
and from all other countries ..	40,083,922	15 4	and of foreign merchandise	11,347,692	15 5
			£50,290,190 15 5		

The following is an Account of the number of vessels with their tonnage and men, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1799.

ENGLAND.												SCOTLAND.											
Inward.						Outward.						Inward.						Outward.					
British.			Foreign.			British.			Foreign.			British.			Foreign.			British.			Foreign.		
Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.	Vessels.	Tonn.	Men.
78	9,716	653	740	134,206	7,481	277	51,561	2,721	627	117,002	6,220	35	2,151	131,241	29,669	1,882	51	5,169	308	115	16,478	984	
532	122,382	5,491	10	3,128	152	308	71,800	3,451	144	29,998	1,145	241	27,949	1,581	1	111	6	100	12,194	733	2	191	11
12	1,452	83	..	..	..	3	412	26	..	..	..	2	272	13	..	..	2	186	..	..	..	..	..
100	10,992	903	2	340	18	54	9,919	479	1	52	5	60	4,778	307	7	940	58	53	4,801	291	8	1,035	65
49	7,358	381	238	38,348	2,185	48	7,780	391	135	24,678	1,356	20	2,504	119	..	..	18	2,018	113	..	..	..	..
34	5,784	302	5	800	41	9	1,478	72	2	409	19	112	17,434	909	20	2,615	145	29	4,901	244	14	1,685	98
364	74,038	3,455	656	83,011	3,782	224	43,702	2,152	525	68,467	3,181	2	2,504	119	..	..	..	..	..	..	..	..	..
88	19,048	829	97	19,629	892	41	8,155	388	23	5,005	247	67	6,975	380	1	54	5	63	5,843	367	2	108	7
118	15,919	1,313	71	7,218	430	169	28,009	1,501	102	13,988	737	..	..	..	..	..	..	..	..	..	..	..	..
27	3,083	194	33	4,489	224	38	5,742	314	21	2,052	137	4	278	21	1	65	5	..	..	..	..	..	..
220	38,300	1,880	83	12,610	552	194	31,363	1,718	77	13,364	658	..	..	..	..	..	..	..	..	..	..	..	..
134	33,258	1,581	84	7,017	457	7	979	63	28	1,527	131	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	9	528	36	..	..	4	214	17	..	..	..	..	..	..	..	..	..	..	..	..
2	228	13	60	4,484	356	..	..	..	32	1,548	199	1	87	5	..	..	..	..	..	..	..	..	..
320	49,567	2,728	54	6,851	386	161	24,104	1,419	75	15,733	857	54	7,190	421	3	208	17	19	2,484	158	..	..	..
6	348	28	5	537	35	11	939	73	4	478	30	..	..	..	..	..	..	..	..	..	..	..	..
3	590	50	149	22,675	1,266	3	274	32	51	10,130	558	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	8	998	57	..	..	1	108	8	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	1	201	15	52	550	3	1,188	56	..	..	..	..	..	..	..	..	..	..	..	..
46	9,105	506	..	..	..	5	781	92	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2	675	32	..	..	..	30	4,570	500	5	895	66	..	..	..	..	..	..	..	..	..	..	..	..
3	417	60	..	7	922	63	..	..	1	250	15	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	1	250	15	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	12	1,913	111	7	1,148	77	4	913	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	2	296	21	2	254	15	1	213	..	..	..	..	..	..	..	..	..	..	..	..
18	2,271	143	15	2,556	140	1	109	15	1	229	11	..	..	..	..	..	..	..	..	..	..	..	..
2	245	24	5	750	45	3	394	34	4	872	86	..	..	..	..	..	..	..	..	..	..	..	..
2	265	27	1	500	14	6	1,624	139	7	2,197	177	..	..	..	..	..	..	..	..	..	..	..	..
4,660	432,540	24,000	20	5,660	289	5,327	447,838	24,282	7	2,197	177	1,079	63,290	4,720	..	..	..	1,351	79,024	5,905	..	..	..
237	9,275	756	4	100	8	271	10,202	810	..	..	..	21	505	55	..	..	..	18	535	48	..	..	..
437	29,294	2,133	3	418	19	632	40,780	2,971	1	136	11	8	623	30	..	..	..	8	639	34	..	..	..
61	17,008	2,511	..	..	..	57	16,731	2,305	..	..	..	9	2,339	335	..	..	..	10	2,629	378	..	..	..
25	6,862	497	..	..	..	26	7,483	673	..	..	..	15	3,155	302	27	5,359	287	14	2,866	245	22	4,497	250
27	6,641	484	316	69,566	4,102	43	11,401	885	332	74,186	5,236	33	5,389	342	..	..	..	58	9,568	955	..	..	..
133	21,809	1,365	..	..	..	196	29,203	2,113	..	..	..	59	13,159	940	..	..	..	77	17,061	1,484	..	..	..
3	785	86	..	..	..	3	850	86	..	..	..	21	3,639	351	..	..	..	29	5,008	474	..	..	..
3	610	30	..	921	58	2	504	51	..	..	..	1	231	15	1	440	18	..	..	..	..	..	..
604	165,623	10,647	..	..	..	489	140,476	10,417	1	214	15	..	..	..	..	..	..	..	..	..	..	..	..
225	52,602	4,148	6	1,268	97	208	44,605	4,140	..	..	..	21	3,639	351	..	..	..	..	..	..	..	..	..
52	10,953	1,394	5	1,042	81	5	1,083	122	2	402	32	1	231	15	1	440	18	..	..	..	..	..	..
52	38,751	4,599	3	1,305	111	46	43,049	5,126	3	903	93	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	1	380	54	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	2,003	228	1	120	10	185	41,778	6,225	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	465	26	1	50	6	5	492	33	1	50	5	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	1	40	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5	852	57	..	..	..	10	3,332	244	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Countries, &c.
from and to.

Denmark & Norway
Russia
Courland
Livonia
Sweden
Poland
Prussia
Dantzik
Germany
Bremen
Holland
Hamburgh
Flanders
France
Portugal
Azores
Madeira
Spain
Canaries
Straits and Gibraltar
Minorca
Italy
Genoa
Leghorn
Naples
Sicily
Venice
Turkey
Ireland
Mann
Guernsey, &c.
Greenland
Southern fishery
United states
British colonies
Hudson's bay
Honduras
British
Conquered
Foreign
Asia
New Holland
Africa
Barbary
Cape Verde
Cape of Good Hope

March 10th—The sum of £20,500,000 was raised for the public service by a loan, the subscribers to which received £110 in the three-per-cent consolidated fund, and £47 in the three-per-cent reduced fund, for every £100 paid in. [39, 40 *Geo. III, c. 22*]

A variety of additional duties of excise were imposed upon home-made and foreign spiritous liquors. A new excise duty of five per cent on the sale price was also imposed on all teas sold at or above 2/6 per pound at the East-India company's sales. [*c. 23*]

March 25th—The use of wheat for making starch was prohibited till the 1st of October 1800. [*c. 25*]

March 28th—Though the charter of the bank of England will not expire till the 1st of August 1813, the proprietors at a general meeting (January 9th) agreed to advance for the public service, on or before the 5th of April 1800, the sum of three millions in their own notes, on the security of exchequer bills, payable, without any interest, on the 5th of April 1806. In case the price of the three-per-cent consolidated annuities shall at any time before the 5th of April 1806 be as high as eighty per cent, the bank have an option, on giving six months' notice to the treasury, to receive payment with a discount of five per cent per annum for the time wanting of the full period of six years. If the exchequer bills, or any part of them, remain unpaid after the 5th of April 1806, they are to bear interest from that day at five per cent per annum. The parliament accepted the offer, and, in consideration thereof, now prolonged the company's privilege for banking, exclusive of all other companies in England exceeding six partners, till the 1st of August 1833, and one year's notice after that day; on which, and on repayment of all debt due to the bank by the treasury, the bank's exclusive privilege will expire *. [*c. 28*]

April 4th—There being a necessity for importing foreign corn, the parliament engaged to make up the prices of wheat, wheaten flour, and rice, imported in British or neutral vessels, however navigated, to certain rates, to be regulated by the average prices of the commodities, and to operate in the nature of bounties †. [*c. 29*]

May 1st—The king was empowered to grant, till the 29th of September 1801, to any British subject who has exported, or given security for exporting, goods to colonies in America belonging to any foreign European power, a licence to import the produce or manufacture of such colony, not being prohibited articles, in neutral vessels, on paying the duties payable on their importation in British vessels. Sugar and coffee,

* Mr. Thornton, one of the directors of the bank, said in parliament, that the proposal for renewing the charter originated with the directors of the bank, who saw some reason to apprehend an intention of erecting a rival chartered bank, and were desirous to obtain a prevention of such a measure as soon as possible:—N. B. If the exclusive privilege shall be allowed to expire on the 1st of

August 1834, the bank must nevertheless remain an incorporated body till the last penny of the national debt is paid off.

† This seems to have been the kind of bounty given to the importers of corn by the Roman emperor Claudius, who has thence been erroneously called the inventor of maritime insurance. See *N. i, p. 151*.

so imported, may be warehoused for exportation, but must not be consumed in this kingdom. [c. 34]

A bounty, similar to that already granted on the importation of wheat, &c. (by c. 29) was now granted on the importation of oats, to be continued till 1st October 1800. [c. 35]

May 16th—The act, 39 Geo. III, c. 59, was repealed so far as it concerns saltpetre; and the duties on that article are henceforth to be paid as before that act was passed. [c. 38]

The parliament enacted, that bills, falling due on Good Friday, should be paid on the preceding day. [c. 42]

May 30th—The following acts were continued for limited times, viz.

The act for granting a bounty on the exportation of linens, continued till 24th June 1801.

The acts for making, and for further encouraging the manufacture of, British sail-cloth, and for securing the duties on foreign sail-cloth, continued till 29th September 1804.

The act for granting bounties on the Newfoundland fisheries, continued till 1st January 1802.

The act for the encouragement of the Greenland fishery continued till 25th December 1801. [c. 45]

May 30th—The operation of a temporary act, passed in the year 1795, for the easy and expeditious recovery of small debts in Scotland, having been found beneficial, the parliament now rendered it perpetual, under the following regulations. Two justices may determine causes for sums not exceeding £5 sterling on hearing the allegations of the parties and the evidence of their witnesses, no person practising the law being permitted to plead. A table of the fees prescribed by the court must be hung up in every place where a court is held. The magistrates of Edinburgh, who were empowered by a charter in the year 1636 to determine causes within their own jurisdiction not exceeding ten marks Scottish money (11/1¹/₃ sterling), are now empowered to decide on all such causes not exceeding £40 Scottish, or £3:6:8 sterling*. [c. 46]

May 30th—The duties on coffee and sugar exported, granted by the act 39 Geo. III, c. 63, were repealed; and the parliament ordered that those, which had fallen due after the 13th of October 1799, should not be paid. The commissioners of the customs are directed to take bonds for the duties upon British-plantation sugar, which must be lodged in warehouses, approved by the commissioners, till the duties are paid, with interest at five per cent reckoned from the date of the bond. —The drawbacks on sugar exported, which had been withheld by the acts 36 and 39 Geo. III, were now allowed on all sugars shipped between 5th May and 10th November 1800; and also the duty on East-India sugar exported from the warehouses was now discontinued. In case of the average price of muscovado sugar being under 75/ for six weeks pre-

ceding the 10th of November, the bounty on British plantation sugar, and exemption from duty for East-India sugar, exported, are continued till the expiration of this act, which is declared to be on the 10th of May 1801. [c. 48]

June 20th—The act, 39 Geo. III, c. 76, which imposed a duty of 16/10 per tun on the importation of the oil or blubber of whales, &c. being found to lay a very unequal burthen on the Greenland whalers, whose practice it is to bring home the blubber to be afterwards boiled down to oil, whereas the Southern whalers, in the course of their long passage homeward, manufacture their oil onboard, it was now enacted, that the former should pay the duty according to the quantity of oil obtained from the blubber after their arrival.—The duty of 1/2½ per pound-weight on opium imported, imposed by the same act, was changed to a duty of three per cent on the value.—The duty on oil of turpentine was now fixed at 2½d per pound-weight, together with the duty imposed by the act 38 Geo. III, and two duties of five per cent each, calculated upon that duty.—The duties upon the importation of tar were now fixed as follows.

	Duty.	Drawback.
Tar not produced in the British dominions, imported in a British vessel, per last of 12 barrels of 31½ gallons each	9/4	8/4
— if imported in a foreign vessel	10/	8/4
Tar produced in the British dominions.	8/3	7/3

There are also payable upon tar, besides the duty imposed by the act 38 Geo. III, two other duties of five per cent each, calculated upon that duty.—Burr stones, and stones for paving, carried by coasting navigation, are exempted from the duty on stones, imposed by the act 34 Geo. III.—Vessels, importing tobacco, are ordered to remove, after discharging their cargoes, from the place appointed for mooring the vessels in the tobacco trade.—The owner of every vessel having a licence, agreeable to the act 24 Geo. III, sess. 2, c. 47, must give bond that she shall not anchor nor hover within the limits of any port, or within four leagues of the coast, or within the distances and situations described in the act 34 Geo. III, c. 50; and also that she shall not be employed in any other trade than the one specified in the licence. [c. 51]

The sum of £826,250 was raised by a lottery of 60,000 tickets at £13:15:5 each. The sum allowed for prizes was £500,000, and so there remained a profit of £326,250. [c. 52]

A bounty was allowed till the 15th of October on all rye imported, on terms similar to those of the bounties given on wheat, &c. by the act, c. 29. [c. 53]

The court of exchequer in Scotland was empowered to advance to the lord provost and magistrates of Edinburgh £25,000 of the money repaid by the proprietors of the Forth-and-Clyde canal, for the purpose of completing the improvements of the harbour of Leith, for which they are to pay interest at five per cent. The money, when repaid, is

to be employed by the court of exchequer in improving the roads in the Highlands. [c. 57]

The wine of the Cape of Good Hope, now under the British dominion, was allowed to be imported, on paying no higher duties than those paid on Portugal wines; and spirits produced in the same settlement were admitted on the duty payable upon West-India spirits. [c. 60]

June 30th—Though the distillers had lately been permitted to use sugar instead of malt or corn, the acts prohibiting the use of it in brewing were still in force. As a scarcity of corn, and a glut of sugar, pointed out the propriety of allowing the later to be used instead of the former, wherever it could be substituted, the brewers were now authorized to use muscovado sugar for nine months ensuing, but no sugar in any other state, nor any melasses or honey. [c. 62]

A deduction of $\frac{8}{4}$ from the duty on foreign kid skins imported, and of $\frac{2}{9}$ from the drawback on exporting them, was now enacted. [c. 63]

Four temporary acts, relating to the admission of merchandize in neutral vessels, were continued till 1st January 1804. [c. 65]

An act, passed in the second year of King James I, which prohibited the use of horse hides in making boots and shoes, was now repealed; and a number of regulations for preserving the hides from damage were enacted. [c. 66]

July 2^d—In consequence of the attempts made in Ireland to throw off all connection between that country and Great Britain, it was thought proper to revive the antient proposal for an incorporating union between the two countries. His Majesty, by messages to both houses of the British parliament (22^d January 1799), recommended the consideration of the most effectual means of ‘disposing the parliaments of both kingdoms to provide, in the manner which they shall judge most expedient, for settling such a complete and final adjustment as may best tend to improve and perpetuate a connection essential for their common security, and consolidate the strength, power, and resources, of the British empire.’ Though the measure met with very strenuous opposition in the parliaments of both kingdoms, the UNION was finally carried by majorities in both, without any convention of commissioners from the two kingdoms, and now finally ratified by the royal assent.

Article I) From the first day of January 1801 the two kingdoms are united into one, by the name of *The United kingdom of Great Britain and Ireland*: the armorial ensigns, flags, &c. to be appointed by the king.

II) The succession to the crown of the united kingdom continues limited and settled according to the existing laws, and the terms of the union between England and Scotland.

III) The united kingdom is ‘represented in one and the same parliament, to be stiled *The parliament of the United kingdom of Great Britain and Ireland*.’

IV) The Irish peerage is represented by four lords spiritual elected in

rotation of sessions, and twenty-eight lords temporal, each elected for life, to sit in the house of lords of the parliament of the united kingdom: and the commons of Ireland are represented by one hundred members*. Irish peers, not elected for the united parliament, may still be elected representatives of the commons of Great Britain, relinquishing for the time their privilege of peerage.

V) The churches of England and Ireland, as established by law, are united in one protestant episcopal church, to be called *The United church of England and Ireland*: the doctrine, worship, &c. shall remain in full force for ever, as now established for the church of England: and this shall be 'an essential and fundamental part of the union.' The doctrine and worship of the church of Scotland shall remain as established by the acts for the Union of England and Scotland.

VI) From the first day of January 1801 his Majesty's subjects of Great Britain and Ireland are entitled to the same privileges, and are on the same footing, as to encouragements and bounties on articles of the produce or manufacture of either country, and generally in respect of trade and navigation in all parts of the united kingdom and its dependencies. All produce or manufactures of either country may be carried to the other without prohibition, and without any bounties: neither shall any duty be charged on them, except certain permanent countervailing duties on particular articles contained in a schedule annexed to the act, and other duties for a term of twenty years on articles contained in another schedule†. The woolen goods, called old and new drapery, shall pay, on importation into either country from the other, the duties hitherto payable on importation into Ireland. Salt and hops, carried from Great Britain to Ireland, shall pay duties not exceeding those hitherto paid on importation into Ireland. Coals, carried to Ireland from Great Britain, shall be subject to burthens not exceeding the former ones. Calicoes and muslins, on importation into either country, shall pay the duties, hitherto charged on them when carried from Great Britain to Ireland, till 5th January 1808, after which they shall be reduced annually, so as to stand at ten per cent from 5th January 1816 till 5th January 1821. Cotton yarn and twist, on being carried to either country, shall pay the duties, hitherto charged on importation from Great Britain into Ire-

* By an act of the Irish parliament, partly recited in a subsequent part of this act,

Each of the thirty-two counties has two representatives	64
Dublin and Cork, each two	4
Trinity college in Dublin	1
Waterford, Limerick, Belfast, Drogheda, Carrickfergus, Newry, Kilkenny, Londonderry, Galway, Clonmell, Wexford, Youghal, Bandon-bridge, Armagh, Dundalk, Kinsale, Lisburn, Sligo, Catherlough, Ennis, Dungarvan, Downpatrick, Coleraine, Mallow, Athlone, New Ross, Tralee, Cashel, Dunganon, Port-Arlington and Enniskillen, each one	31
<hr/>	
	100

† It was thought unnecessary to copy the very numerous articles contained in these schedules (occupying seven large quarto pages), more especially

as every person connected with the trade between the two countries must have the schedules themselves in his counting-house.

land, till 5th January 1808, and shall thenceforth be annually reduced till 5th January 1816, when they shall entirely cease. Those articles of the produce or manufacture of either country, which have hitherto paid internal duties, or are made of materials charged with duties, may be subjected, on importation into either country, to countervailing duties, which may be drawn back upon exportation. All articles produced or manufactured in either country, when exported through the other, shall be subject to the same charges as if they were exported directly from that in which they are produced or manufactured. All duties upon the importation of foreign or colonial goods into either country shall either be drawn back upon exportation to the other, or, if retained, the amount shall be placed to the credit of the country to which they are exported, so long as the expenditure of the united kingdom shall be defrayed by proportional contributions. The existing duty, bounty, or prohibition, with respect to corn, meal, &c. is to be regulated as the united parliament shall deem expedient.

VII) The interest of the national debt incurred in either kingdom before the union, and the sinking fund for the redemption of it, are to be provided for by each kingdom separately. For the future expenditure of the united kingdom, Great Britain shall provide fifteen seventeenth parts, and Ireland two, till the first of January 1821, after which the expenditure, except that attending the separate debt of each kingdom, shall be defrayed in such portions as shall be directed by parliament from time to time. The debts to be contracted in future shall be on the joint account of the united kingdom, and be provided for in the proportion of the contribution of each country, subject, however, to the modification of parliament. For twenty years after the union, a sum equal to what has been granted by the parliament of Ireland, on an average of the six years preceding 1st January 1800, for the encouragement of agriculture and manufactures, or the support of pious and charitable institutions, in Ireland, shall be allowed by the united parliament for such local purposes in Ireland.

VIII) All laws in force, and all courts of judicature established, in either kingdom at the time of the union, shall remain, subject, however, to such alterations as the united parliament may direct. There shall remain in Ireland an instance court of admiralty, from which an appeal may be made to the court of chancery in Ireland. Any laws of Ireland contrary to the provisions of the act of union cease to have effect. [c. 67]

The arguments adduced in both parliaments, for and against the consequences to be expected from the union, were very strong, and very zealously urged by men of the greatest abilities. It remains for time to determine, whether the measure will, or will not, be conducive to the happiness of both countries. It may, however, be observed, that, if the British empire shall be blessed with a peace of any considerable duration after the termination of the present calamitous war, and the prin-

ciple of the sinking fund shall be sacredly adhered to, some part of the money, thrown into the hands of individuals by purchases made by the commissioners for the reduction of the national debt, may probably find its way to Ireland, and there be employed in agricultural improvements, for which there is great room, and in manufacturing establishments, which will have the advantage of cheaper labour, as long as the taxes in Ireland shall continue considerably lower than those in Great Britain.

July 9th—Among other expedients resorted to as remedies for the scarcity of paper, a method was invented of discharging the ink from printed or written paper, and then grinding it down and restoring it to the substance and form of clean paper. For the encouragement of this useful substitute, the parliament permitted foreign waste paper to be imported without paying any other duty than that imposed by the convoy act (38 Geo. III, c. 76) provided it be rendered unfit for any other purpose than being re-manufactured. [c. 70]

July 28th—All former acts, relating to the performance of quarantine by vessels arriving from places suspected of being afflicted with the plague or other contagious diseases, were repealed, and new regulations enacted instead of them. In order to reimburse the expence of a lazaret to be erected upon Chetney hill in Kent, the following duties were made payable after the 1st of October 1800, on every tun of the burthen of the vessels having to perform quarantine, viz.

Vessels, whose cargo or any part thereof shall have performed quarantine in this kingdom, and shall have arrived from Turkey, the north coast of Africa, or Barbary, with clean bills of health	7/6
or if without clean bills	15f
Every vessel arriving from any other place with clean bills, if any part of her cargo shall perform quarantine in this kingdom	3f
or if without clean bills	10f
Every vessel arriving from Holland, or any other place not having a regular establishment for the performance of quarantine, and importing goods brought from Turkey, North Africa, or Barbary, which shall have performed quarantine in this kingdom	7/6
Vessels arriving under circumstances which induce the king in council to subject them to the like quarantine as if from Turkey without clean bills of health	15f
Vessels, any part of whose cargoes have performed quarantine in this kingdom, entering the port of London, to pay farther	1f

From the above duties are exempted-vessels arriving with clean bills of health from all places, except Turkey, North Africa, and Barbary,—vessels in ballast or wholly loaded with salt,—and vessels having already performed quarantine at Malta, Ancona, Venice, Messina, or Leghorn. A variety of regulations respecting vessels coming from countries liable to be visited by the plague or other infectious diseases were also enacted, for which it will be necessary to have recourse to the act itself. [c. 80]

The time allowed for importing French wines in bottles or flasks from

Guernsey, Jersey, and Alderney, having expired, the permission to import them in British vessels, for sale or private use, on paying the legal duties, was renewed without any limitation of time. [c. 83]

The act of the preceding session, c. 100, for the encouragement of the British fisheries, was continued in force till the 5th of April 1801. And the bounty of one shilling, payable on every barrel of herrings landed from any boat not entitled to the tunnage bounty, was declared payable to the fishers and curers of fish residing in the island of Mann. [c. 85]

The establishment of the marine police office, which took place in July 1798 through the patriotic and benevolent exertions of Mr. Colquhoun, and under the sanction of the executive government, was now confirmed by parliament, under the name of *The Thames police office*. Provision was made for the justices, and the clerks, officers, and people, belonging to the establishment, the whole expense being limited to £8,000 a-year. And punishments were appointed for the various classes of depredators. [c. 87]

The abuses which had crept into the important manufacture of cotton goods, to the great oppression of the persons employed, and great injury of the trade, induced the parliament to direct, that every difference between the masters and the workmen in the cotton manufacture in England, respecting wages, damaged goods, delays, &c. shall be decided by arbitrators chosen by both parties, who are empowered to summon witnesses, and to determine the points in dispute within three days; failing which, they are to state the points in difference to the nearest justice of peace, who, within the next three days, shall give a final award, unless the parties concur in requesting an extension of the time. Any master or workman, refusing to appoint an arbitrator, or to submit to the award, shall forfeit ten pounds to the party complying with the regulations of this act, or be imprisoned for at least two months. [c. 90]

During the distress occasioned by a scarcity of corn, a number of benevolent gentlemen had formed a company, whose object was to establish a manufactory of flour, meal, and bread, to be sold out at reasonable prices. They were incorporated by parliament, and empowered to subscribe a joint capital, not exceeding £120,000 in shares of £25 each, their profits being limited to ten per cent, and the surplus, if any, being at the disposal of parliament. The company were limited to sell only 120,000 sacks (280 pounds each) of flour or meal in a year, to make only 200 sacks into bread in a week, and to sell not more than 1,000 quarters of wheat in any one week. The managers of the company were prohibited from dealing in corn, flour, or bread, for their own private account. The king, by an order in council, may dissolve the company on six months notice. [c. 97]

The act of last session, c. 81, for preventing unlawful combinations

among workmen, was explained and rendered more strict. Masters were also prohibited from entering into agreements for reducing the wages of their workmen. And masters and workmen were required to submit their differences to the decision of arbitrators, as directed by c. 90 of this session for the cotton manufacturers. [c. 106]

The importation of Swedish herrings, either in British vessels, or neutral ones, navigated in any manner whatever, and from any port of Sweden, without payment of duty, was permitted till six weeks after the next session of parliament. [c. 107] Thus were there at the same time laws in force for inviting the importation of foreign-cured herrings, and for giving bounties on the exportation of British-cured herrings.

Among the grants of money made at the end of the session for a variety of purposes, the following may be noticed, viz.

for the forts on the coast of Africa	£20,000	0	0
for a civil establishment at Sierra Leona	4,000	0	0
for completing a pier at Douglas in Mann	255	9	0
for a coinage of copper for the colony in New South Wales	697	7	0
to the Levant, or Turkey, company	5,000	0	0

[c. 109]

March 25th—Two former acts, for improving the harbour of Great Yarmouth, deepening the rivers connected with it, preserving the shipping from fire, and for building a bridge over the haven, were continued for a further term of twenty-one years. [*Local acts*, 39, 40 *Geo. III*, c. iv]

April 4th—The corporation of the Trinity-house of Kingston upon Hull were empowered to licence pilots for the River Humber, to regulate the charges for pilotage, and to settle salvages for the recovery of anchors or other ship's stores found in the Humber, and also to superintend the ballast lighters in that river. [*Local acts*, c. x]

An act was passed for adding two new streets to the city of Aberdeen; a proof of its advancing commercial prosperity. [*Local acts*, c. xi]

June 20th—After a delay and opposition of five years, an act was passed for making wet docks at Wapping. The subscribers were, as usual, created a joint-stock company, under the name of *The London-dock company*, with power to subscribe a capital of £1,200,000, and, if necessary, to borrow £300,000, in order to make and maintain wet docks, with quays and wharfs adjoining, having communication with the Thames near the Hermitage dock, between Bell dock and Wapping old stairs, and near Shadwell dock. These, like the West-India docks, must be surrounded by a lofty wall; and no houses must be built within thirty feet of the wall. The company are vested with the usual powers of purchasing the necessary ground and tenements, are restricted from being concerned in building or repairing vessels, and in general have nearly the same powers, and are subjected to nearly the same restrictions, as

the West-India dock company, particularly in not being permitted to divide above ten per cent on their capital, and in making compensation to the owners of wharfs, &c. if they shall appear to have suffered by the trade being transferred to the docks.

The company are entitled to the following dues, payable by all vessels entering their docks for every tun of their registered burthen, viz.

Vessels to or from any part of Great Britain or the Scottish islands	1/
to or from Ireland, Mann, Guernsey, Jersey, France between Ushant and Dunkirk, Flanders, Holland, the oceanic coasts of Germany, Denmark, and Norway as far as the North cape	1/3
to or from the Baltic above Elsinour, and the north coast of Europe beyond the North cape	1/6
to or from France beyond Ushant, Spain and Portugal as far as Cape S. Vincent, Newfoundland, Madeira, the Canaries, and the Azores	1/9
to or from Europe to the southward of Cape S. Vincent, the Mediterranean, Africa, America, and the Southern whale fishery	2/
to or from East-India, China and Persia	2/6

In consideration of these duties, vessels are entitled to room in the docks for six weeks, after which they must pay for two weeks more one farthing, and thereafter one halfpenny, per tun, every week. The dock-master may, however, order any light vessel out of the docks on giving five days notice to the owners.

The company are also entitled to receive the same rates for merchandize landed or shipped within their premises, which have been paid in the port of London during the year 1798 for landing, loading, and housing, or for shipping.

For twenty years after the docks are completed, all vessels loaded with tobacco, rice not the produce of the East or West Indies, wine or brandy, not the produce of the East or West Indies, shall land their cargoes on the quays or wharfs belonging to the London docks, on penalty of forfeiture and fine; and there the duties shall be ascertained. But vessels, having not more than 20 pipes of wine, or 100 barrels of rice, may discharge at any other place; and vessels bringing fruit may unload it, before they enter into the docks to discharge their wine, brandy, &c.

The lords of the admiralty are empowered to purchase the legal quays between London bridge and the Tower, with their warehouses and other appendages, at prices, either agreed with the proprietors, or settled by juries. [*Local acts, c. xlvii*]

The duke of Bedford having laid out two new squares and a number of streets on the ground extending from Bloomsbury square northward to the new road, part of which had formerly been occupied by his own house and garden, two acts were passed for paving, lighting, watching, watering, and adorning, the proposed squares and streets. [*Local acts, cc. xlix, l*] The buildings, which are large and elegant, are carried on with great spirit: and they, together with another new square and several new streets, erected on the adjacent ground belonging to the

Foundling hospital and some private proprietors, make a great addition to the north side of the town.

June 30th—The royalty of the commercial and manufacturing city of Glasgow was extended over some adjacent grounds; and the lord provost and magistrates were empowered to raise funds for several improvements in the police of the city, and also to divide it into wards, and make enumerations of the inhabitants. [*Local acts, c. lxxxviii*]

In consequence of the increasing business and prosperity of the Bank of England, additional accommodations had become necessary. To accomplish these, the governor and company were empowered by act of parliament to purchase all the buildings adjacent to the Bank, bounded by Bartholomew lane, Throgmorton street, and Prince's street. [*Local acts, c. lxxxix*] The whole space is now covered with buildings, executed in a substantial and elegant manner with solid stone.

July 9th—Two acts, of 3 James I and 14 George II, respecting the recovery of small debts in London, were amended. The jurisdiction of the court of requests, hitherto restricted to debts not exceeding £2, was extended to debts of £5. Three of the commissioners of the court may decide on controversies for sums not exceeding £2, and seven when the matter in contest does not exceed £5; and they may order payment to be made by installments when the debtor is not able to make it at once. [*Local acts, c. civ*]

The great increase of the town of Neath in Glamorgan-shire, in consequence of the extensive collieries, copper-works, smelting houses, and other branches of business connected with mining, required an improvement in the harbour, the entry of which was obstructed by a bar, and also regulations for pilots. Commissioners were therefor vested with authority to licence pilots, regulate their payments, &c. [*Local acts, c. cvii*]

In the course of this session, fifty-five acts were passed for improving streets, roads, and bridges, throughout the kingdom; one for a canal between Gravesend and the River Medway, and ten for amending acts formerly passed for canals; and also seventeen for dividing, inclosing, draining, and improving, waste and unprofitable lands.

While the proposal for the union was under the consideration of the British and Irish parliaments, a great variety of accounts, illustrative of the commerce and revenues of both kingdoms, were called for, from which I have extracted the following

Account of the value, estimated at the prices current, of the merchandize imported into Great Britain, on an annual average of the three years preceding the 5th of January 1799, particularizing the most important articles.

Ashes {	Pearl ashes	£137,900	Corn {	Oats	£607,838	
	Pot ashes	141,940			Rye	117,177
Barilla		183,274			Wheat	1,668,279
Cattle, cows, and oxen		150,192			Other kinds, flour, meal	321,113

Cotton	2,391,911	Provisions, Pork	682,376
Dye stuffs { Cochineal	204,660	Rags (3,285 tuns 19 cwt)	72,291
Indigo	696,525	Saltpetre	178,321
Madder	184,928	Seeds { Clover	122,180
Flax, rough	603,274	Linseed	165,338
Fruit, lemons, oranges	101,987	Ships hulls and materials	93,493
Groceries { Coffee	2,265,749	Silk { Bengal, raw	242,614
Currants	121,349	China, raw	113,781
Pepper	295,712	Italian, raw	104,348
Raisins	206,870	Thrown	401,246
Rice	195,752	Skins { Deer, in hair	138,743
Sugar, muscovado	7,126,690	Calf, raw and tanned	127,545
Tea	3,140,932	Beaver	88,743
Hemp, rough	1,023,204	other kinds	230,282
Hides { Ox or cow	153,566	Spirits { Brandy	420,539
Horse, Indian, &c.	126,855	Geneva	96,627
Iron, bar	947,785	Rum	751,798
Linens { Irish	2,604,009	Tallow	843,966
German	301,460	Tar	124,781
Russia	270,482	Tobacco	1,024,266
Other kinds	165,894	Wine { French	141,207
Mahogany	162,772	Madeira	23,798
Oil { Train	348,872	Port	591,909
other kinds	106,973	Spanish	218,681
India piece goods { Calicoes	683,706	Wood	1,557,713
Muslins	580,541	Wool, Spanish	621,423
Prohibited	379,827	Yarn, linen	950,113
Provisions { Bacon	161,583	Total, including articles not particul-	arized, whereof no one amounted } 42,689,108
Beef	409,631	to £100,000	
Butter	1,068,181		
Cheese	117,604		

An Account of the value, estimated at the prices current, of the British merchandize exported from Great Britain, on an annual average of three years preceding the 5th of January 1799, particularizing the most important articles, and distinguishing the exports to Ireland.

		Exported from Great Britain to		
		Ireland.	All other parts.	Total.
Native products	Bark, tanners	£90,517	£268,621	£359,138
	Coals	156,349	212,077	368,426
	Copper, unwrought	810	16,113	16,923
	Lead	7,235	223,091	230,326
	Salt	36,198	109,336	145,534
	Tin	5,315	289,794	295,109
Manufactures	Beer	10,796	205,591	216,387
	Brass	14,017	459,161	473,178
	Cottons	66,619	4,108,617	4,175,236
	Cordage	1,131	130,498	131,629
	Chariots and coaches	18,734	24,166	42,900
	Copper	14,539	554,137	568,676
	Glass and earthen ware	75,075	462,884	537,959
	Gun-powder	1,465	135,744	137,209
	Haberdashery	33,544	1,470,005	1,503,409
	Iron and steel	119,160	2,047,902	2,167,062
	Leather	50,966	361,340	412,306
	Linens	22,534	1,256,200	1,278,734
	Pewter	390	141,394	141,784
	Silk	24,991	585,561	610,552
	Woolens	686,759	7,771,808	8,458,567
Apothecary's ware		17,532	107,425	124,957
Books, printed		2,840	88,568	91,408
Fish		96,785	164,887	261,672
Candles, tallow		6	110,916	110,922
All other articles		533,365	7,879,357	8,412,722
Total		3,087,672	29,185,193	31,272,865

An Account of the value, estimated at the prices current, of the foreign merchandize exported from Great Britain, on an annual average of three years preceding the 5th of January 1799, particularizing the most important articles.

Corn of all kinds, flour, meal	£66,432	India piece goods { Calicoes	£1,085,824
Cotton	60,970	{ Muslins	499,545
Cochineal	56,138	{ Prohibited	436,800
Indigo	528,966	Provisions { Beef	84,784
{ Cinnamon	64,532	{ Butter	83,983
{ Cacao	72,415	{ Pork	93,029
{ Coffee	2,293,337	Rags	450
Groceries { Ginger	51,786	Saltpetre	36,392
{ Nutmegs	60,860	Silk, raw and thrown	85,819
{ Pepper	280,504	Skins { Deer, in hair	70,844
{ Rice	71,669	{ Beaver	11,317
{ Sugar, muscovado	1,990,214	{ Other kinds	70,271
{ Tea	582,551	Spirits, Rum	111,164
Hides, Indian	77,967	Tobacco	695,362
Iron, bar	144,174	Wine { French	190,960
{ Irish	450,662	{ Madeira, Portugal, Spanish	69,989
Linens { German	73,408	Wood	118,860
{ Russia	53,680	Total, including articles not particu-	
{ other kinds	42,281	arized, whereof no one amounted	
		to £50,000	11,685,030

N. B. The exports of foreign merchandize to Ireland are not distinguished in this account; but the chief articles of it may be collected with tolerable accuracy from the following one, which, as there have been hitherto but few opportunities of illustrating the Irish commerce, contains a more minute detail of the articles than it was thought necessary to go into in the British accounts.

An Account of the value, estimated at the prices current in British sterling money, of the merchandize imported into Ireland, on an annual average of three years preceding the 25th of March 1799, particularizing the principal articles, and distinguishing the amount of the imports from Great Britain.

	From Great Britain.	Total value of each.		From Great Britain.	Total value of each.
Apparel	£6,036	£6,036	Corn and malt	£7,350	£8,873
Arms	19,633	19,633	Cotton	50,604	117,348
Ashes	51,945	195,138	Cotton yarn	85,294	85,294
Bark	95,173	99,568	Cutlery	12,740	12,747
Beer and Ale	92,143	92,143	Drapery { New	33,181	33,181
Blankets	4,016	4,016	{ Old	505,861	505,861
Books	2,954	3,076	{ Ornamented	19,779	19,779
Brimstone	3,127	5,393	Drugs	13,511	15,278
Candle-wick	3,201	3,201	{ Alum	5,097	5,097
Carpets	10,717	10,717	{ Cochineal	4,522	7,132
Coaches, &c.	6,059	6,059	{ Copperas	1,840	1,840
Cheese	15,099	15,139	{ Fustick	1,207	1,458
Cider	6,283	6,299	{ Gum Seneca and Arab.	1,631	1,742
Coals	343,250	343,250	{ Indigo	15,778	18,531
Coffee	1,385	4,697	{ Iron liquor	1,013	1,013
Copper { wrought	2,275	2,275	{ Logwood	1,988	3,331
{ unwrought	9,072	9,262	{ Madder	6,617	14,062
Cordage	7,602	7,675	{ Orchal	1,036	1,045
Cork	74	2,405	{ Red wood	1,322	1,306
{ white	46	46	{ Shumack	884	3,157
Cotton goods { Calico, British { col ^d	2,213	2,213	{ Smalts	1,107	9,942
{ Cotton, plain and col ^d	130,904	130,904	{ Other kinds	7,839	9,482
{ Muslin, British { white	1,562	1,562	Earthen ware	27,395	27,916
{ col ^d	7,867	7,867	Elephant's teeth	3,058	3,279
{ Muslin, India	908	1,441	Flax seed	22,587	185,473

Flax	{ drest	£126	£126	Oakum	£2,412	£2,734
	{ undrest	12,511	24,213	Painting stuffs	4,132	4,202
	{ Cod	2,188	7,133	Paper of all kinds	8,190	8,395
Fish	{ Herrings	93,333	114,349	Perfumery	1,184	1,308
	{ Ling	4,310	4,310	Pictures	1,079	1,083
	{ Anchovies, Sturgeon	111	281	Plate, wrought	4,648	4,648
Furs		3,956	5,100	Plated ware	9,794	9,794
	{ Bottles	6,351	6,363	Ribands of silk	3,270	3,270
Glass	{ Cases	10,188	10,188	Rosin	936	2,469
	{ Plates	1,705	1,718	Saddlery	4,397	4,413
	{ Ware	1,670	1,881	Salt { Foreign	273	7,221
Groceries	{ Almonds	381	1,260	{ Rock	23,483	23,483
	{ Currants	1,202	3,178	{ White	13,308	13,308
	{ Figs	1,150	4,404	Saltpeire	11,585	11,585
	{ Ginger	905	1,145	Seeds	12,504	13,182
	{ Liquorice ball	2,681	4,440	{ Organzine	50,501	57,358
	{ Mustard	3,721	3,721	{ Raw, India	22,796	22,796
	{ Pepper	5,698	5,700	{ Raw, not India	1,272	2,014
	{ Raisins	2,117	4,021	{ Thrown	1,012	1,105
	{ Rice	1,608	3,163	Silk manufactures	14,258	14,258
	{ Sugar, loaf	20,838	20,838	Silk and cotton mixed ditto	1,816	1,816
	{ muscovado	561,019	671,308	Silk and worsted mixed ditto	920	926
	{ Other kinds	7,286	9,148	Skins of all kinds	16,488	25,769
Gun-powder		6,845	6,845	Slates	2,814	2,814
Thread and other haberdashery		22,380	23,758	Soap	4,001	5,203
Hair of goats		3,232	3,335	{ Brandy	1,001	2,429
Hats		5,007	5,007	{ Geneva	312	863
Hemp undrest		11,696	37,083	{ Rum	21,780	30,107
	{ tanned	12,903	14,978	Stationary	1,371	1,386
Hides	{ untanned	6,309	8,139	Steel	3,253	3,325
Hops		199,509	199,509	Tallow	6,913	19,590
Horses		5,389	5,389	Tar	1,651	5,835
Hosiery of all kinds		58,879	58,912	Tea	424,508	424,568
Instruments, mathematic-al, optical, and musical		2,840	3,003	Tin	4,474	4,474
Iron { unwrought		82,716	192,324	Tinned plates	3,431	3,431
	{ wrought, &c	68,404	68,457	Tobacco	175,352	262,969
Jewelry		1,437	1,454	Toys	1,735	1,892
Lace, gold, silver, silk, thread		6,071	6,071	Turpentine	958	3,125
	{ pig	4,372	4,372	Upholstery ware	3,089	3,089
	{ sheet	3,404	3,404	Vinegar	2,872	5,269
Lead { shot		1,928	1,928	Watches and movements	4,512	4,512
	{ red	1,955	1,955	Wax of bees	1,115	2,614
	{ white	3,519	3,579	Whiting	2,037	2,037
Lemons and oranges		1,071	5,698	{ French	18,315	22,165
	{ British	1,622	1,622	{ Madeira	462	1,512
	{ Cambric	5,638	5,638	{ Portugal	1,529	158,579
Linen { Canvass		17,457	17,460	{ Rhemish	231	1,791
	{ Kenting	1,066	1,066	{ Spanish	4,314	12,608
	{ Other kinds	469	469	Wire { Brass	27,260	27,260
Millinery ware		5,657	5,658	{ Iron and steel	2,779	2,779
Melasses		345	1,016	Wood of all kinds	68,027	262,305
	{ Linseed	4,615	6,080	Wool, Spanish	5,130	5,130
	{ Seville	1,623	5,358	Wool of beavers	10,024	10,024
	{ Sweet	866	1,416	Yarn of mohair	5,557	5,557
Oil { Train		12,219	25,152	Total, including articles not particularized, whereof no one amounted to £1,000	4,011,468	5,275,063
	{ Vitriol	4,441	4,441			
	{ Other kinds	160	729			

An Account of the value, estimated at the prices current in British sterling money, of the merchandize exported from Ireland, on an annual average of three years preceding the 25th of March 1799, distinguishing Irish and foreign merchandize, and also the amount of exports to Great Britain.

Irish merchandize.			Foreign merchandize.		
	To Great Britain.	Total of each.		Great Britain.	Total of each.
Bread	£786	£5,567	Ashes	£18,821	£18,821
Candles	220	23,782	Coals	28	2,919
Copper { ore	9,552	9,552	Coffee	3,927	4,116
{ plates	2,118	2,118	Cotton	3,806	3,806
Cordage . . . . .	..	2,990	Cotton goods { Calico, &c.	574	1,491
Corn and meal	435,003	441,051	{ Brit. muslin	163	1,095
Cows and oxen	122,177	122,177	Drapery { New	80	84
Cotton manufactures, and			{ Old	4,535	4,722
cotton and linen mixed	17	12,135	Dye stuffs, Madder	1,091	1,091
ditto			Fish { Cod . . . . .	..	3,163
Feathers	6,342	6,954	{ Herrings	564	11,681
Fish	161	7,121	Sugar, muscovado	3,326	17,562
Glass	187	6,487	Hides { tanned	204	1,453
Glue	2,359	2,505	{ untanned	2,905	4,896
Gun-powder	1,786	1,993	Iron, unwrought	2,482	2,518
Hides, untanned	69,513	69,686	Oil { Seville	2,155	2,155
Hogs	4,892	4,892	{ Train	1,178	1,178
Hogs lard	14,469	16,076	{ Other kinds	349	349
Horses	7,282	7,300	Silk, raw, not India . . . . .	..	2,147
Iron, wrought	110	3,430	Spirits, Rum	2,330	2,339
Kelp	6,633	6,633	Tallow	5,574	5,574
Leather, wrought	131	5,422	Tobacco	8,132	11,161
{ Cambric	140	2,324	Turpentine	1,933	1,933
Linen { Plain white	2,363,824	2,637,716	Wine { French	440	5,940
{ coloured	132	14,213	{ Portugal	484	2,332
Linen yarn	126,789	127,033	{ Rhenish	99	1,056
{ Bacon	117,224	117,755	Wood staves	1,743	1,743
{ Beef	343,272	424,534	Total, including articles not		
Provisions { Butter	739,544	949,266	particularized, whereof		
{ Cheese	648	854	no one amounted to	79,157	133,522
{ Pork	410,107	474,143	£1,000		
{ Tongues	1,590	3,458			
Rape seed	8,313	8,313			
Silk and silk-mixed manu-	..	352			
factures					
Skins	32,402	35,121			
Soap	1,076	14,115			
Spirits	499	5,552			
Tallow	32,090	33,393			
Wool	92	92			
Woolen manufactures	13	10,387			
Woolen yarn	20,081	20,081			
Total, including articles not					
particularized, whereof					
no one amounted to	4,891,161	5,650,853			
£1,000					

Summary of the imports and exports of Ireland.

		Irish merchandize.		Foreign merchandize.	Total.	
Imports from	{ Great Britain	£4,011,468		{ Great Britain	£4,970,318	
	{ all other parts .	1,263,595				{ all other parts .
		£5,275,063				
Exports to	{ Great Britain	£4,891,161		{ Great Britain	£4,970,318	
	{ all other parts .	759,692				{ all other parts .	814,057
		£5,650,853				
				£133,522		
				£5,784,735		

Of the trade of Ireland with other countries than Great Britain, a considerable part must have been with Mann, Guernsey, Jersey, &c. which are classed with foreign countries in the custom-house accounts.

In the year ending 25th March 1799, the bounties paid in Ireland for encouraging the agriculture, manufactures, and fisheries, of that kingdom, amounted to the following sums in British money, viz.

Corn, flour, bread, and malt, exported	£42,217	5	3
Linens of various kinds, not exceeding 1/6 per yard, exported . .	15,927	0	0
Sail-cloth or canvass, exported to any place except Great Britain .	642	14	9
Bark or hemlock, imported from Great Britain and America . . .	328	15	3
Irish coals, carried coastways to Dublin	55	7	8
Bounty at 30/ per tun on vessels fitted out for the fishery, and } bounty on the fish cured }	3,881	1	3
Herrings and mackerel, exported, not to Great Britain nor Mann	11	14	8
Wet fish, exported	32	18	3
Oil extracted from whales taken on the coast of Ireland	232	13	7

The following sums, being in the nature of drawbacks, were also paid, viz.

Manufactures of silk, or of silk mixed with other materials, exported	£10	1	3
Leather of all kinds, and manufactures of leather	19	19	6

For a comparison of the revenues and debts of the two kingdoms, many accounts were produced, whereby it appeared, that

The net produce of the permanent taxes, paid into the exchequer of Great Britain in the year ending the 5 th day of January 1800, amounted to }	£26,349,794	15	0
The capital of the funded national debt was	463,833,290	0	0
the annual interest of which, together with } the terminable annuities amounted to . }	£16,923,519		
the charges of management	221,265		
the proportional sum appropriated for the redemption of debts created since 1793 }	£1,867,478		
old sinking } fund, annual issue }	£1,200,000		
expired annuities . }	119,880		
	1,319,880		
	<hr/>		
	3,187,358		
	<hr/>		
	20,332,142	0	0

There had also been paid in interest on exchequer bills in the year 1800 £1,304,129, and annually on an average of the last seven years }

The commissioners for the reduction of the national debt had now redeemed of the above capital debt } 42,705,316 0 0
the dividends on which amounting to £1,322,922 8 0,
being part of the above sum of £16,923,519, are also applied to the reduction of the debt along with the above sum of £3,187,358 annually paid to the commissioners from the exchequer.

The net revenue paid into the exchequer of Ireland in }
 the year ending 25th March 1794 amounted to } £1,067,004 11 0
 and, increasing every year, it was in that ending 25th March }
 1800 } 2,684,261 13 6

The capital of the funded national debt was 25,662,640 0 0

the annual interest on which, toge- }
 ther with the terminable annuities, } £1,136,563 11 1
 amounted to }

the charges of management 6,500 0 0

the sum appropriated for the re- }
 demption } 254,941 3 4

1,398,004 14 5

The commissioners for the reduction of the national debt }
 had now redeemed of the above capital debt } 339,863 16 0
 the dividends on which amounted to . . . £16,993, 3 9

N. B. The sinking fund of Ireland was not established till the year 1797, when an annual sum of £100,000 was granted, together with the terminable annuities as they should expire, and a proportional rate of one per cent on the capital of debts to be afterwards created.

The following accounts, illustrative of the affairs of the East-India company, are extracted from the papers laid before parliament.

An Account of the amount of all goods sold at the East-India company's sales, from the 1st of March 1779 to the 1st of March 1800.

	Company's goods.	Private trade goods.	Neutral property.	Total.
Tea	£3,665,321	£165,048	£6,733	
Bengal piece goods	1,056,840	340,567	4,888	
Coast and Surat ditto . . .	871,097			
Raw silk	446,268	1,034		
Organzine silk	14,985			
Nankeens	58,557	14,546		
Pepper	260,299	26,106	1,581	
Saltpetre	407,911	3,060		
Spices	370,635	5,105		
Drugs, sugar, indigo, &c.	189,184	1,769,776	151,675	
Coffee	26,620	8,942	291,026	
China ware		2,796		
				£455,903
				2,336,980
				7,367,727
				£10,160,610

Before September 1799 the accounts of the company's sales included many articles of the custom duties, which are now, in consequence of the warehousing act [39 Geo. III, c. 59] paid by the buyers. Therefor the amount of this year's sales is not so much less, as it appears, if at all less, than that of the preceding year.

An Account of the stock, by computation, of the East-India company (exclusive of their capital stock) from the 1st of March 1799 to the 1st of March 1800.

Bonds bearing interest	£1,515,712	Due by government	£1,207,560
Bonds not bearing interest	16,067	Cash for balance 1 st March 1800 . .	403,322
Bills of exchange from China	641,900	Goods sold and not paid for	1,478,000
Ditto from India	370,500	Board of ordnance for saltpetre . . .	60,000
Ditto on account of India debt	725,900	Goods in England unsold	5,788,571
Customs on goods	182,915	Balance of quick stock at Mad- }	2,321,551
Bank for a loan on annuities	700,000	ras in favour of the company . }	

Bank for a loan on bond	100,000	Ditto at Bombay . . . ditto	18,490
Ditto for interest	10,666	Ditto at Bencoolen . . ditto	86,153
Freight and demurrage	247,000	Balance at St. Helena	62,235
Supercargo's commissions	78,000	Cargoes from England, not arrived	
Proprietors of private trade	555,000	in India and China at the dates	
Owing on account of goods sold		of the several accounts of quick	
under the act 35 Geo. III, }	1,000	stock	2,884,138
c. 80		Exports paid for, exclusive of bullion	818,462
Alms-houses at Poplar	76,188	Silver exported, and remaining . . .	242,005
Interest on military fund more than		Paid to owners of ships not arrived .	203,340
applied }	21,139	Value of shipping and craft, ex- }	
Ditto on contingent ditto	4,909	clusive of those abroad }	58,900
Owing in the department of ship- }		Ditto of East-India house and }	
ping, exclusive of exports . . . }	84,463	warehouses }	869,750
Owing for exports of former seasons	98,017	Dead stock in India	400,000
Bonds to commanders whose ships }		Due from government for stores }	
are worn out }	236,200	and supplies, about }	1,792,831
Warrants passed the court unpaid .	38,450	Owing by persons returned from }	
Owing for teas returned by buyers, }		India and in India }	70,935
and resold }	971	Loyalty loan, unsold, and estim- }	
Owing to contractors for indigo, }		ated to produce }	308,136
and commission to commercial }			
residents in India }	6,370		
Interest on bonds	69,775		
Dividends on stock	49,080		
Net balance of quick stock in }			
China against the company . . }	220,022		
Balance in Bengal against the com- }			
pany }	5,278,109		
Balance of the whole account in }			
favour of the company }	7,746,026		
	<u>£19,074,379</u>		<u>£19,074,379</u>

Amount of the Company's sales, and their receipts, charges, and payments, in Great Britain.

<i>Receipts.</i>				<i>Payments.</i>			
Cash in the treasury 1 st March				Customs	£928,303	4	3
1799 }	£805,938	0	7	Freight and demurrage	1,585,204	7	10
Company's goods sold	7,209,848	17	11	Goods and stores exported . . .	1,768,196	3	10
Board of ordnance for saltpetre . .	40,246	17	9	India debt	620,991	8	1
Private trade and Dutch goods sold	1,268,615	11	11	Bills of exchange from India . .	353,993	0	10
Charges and profit on private trade	202,968	19	2	Ditto from China	830,917	19	4
Customs on ditto	228,169	16	3	Bonds to the creditors of the			
Freight on ditto	61,638	0	7	rajah of Tanjore }	9,458	19	4
Company's share of the an- }				Bullion exported	750,183	8	4
nualities transferred to the }	36,226	15	10	Charges of merchandize, in- }			
bank }				cluding supercargo's com- }	745,711	8	6
Persons returned from India . . .	4,430	0	0	missions, buildings, interest }			
Bonds issued	218,500	0	0	on loans, &c. }			
Government for stores and }				Dividends on stock and in- }	713,158	0	3
supplies to his Majesty's }	200,000	0	0	terest on bonds }			
troops }				Bonds paid off	200	0	0
Indigo contractors	13,767	7	5	Ditto paid in on sales	18,425	0	0
				Proprietors of private trade . .	1,423,267	2	1
				Alms-houses at Poplar	1,890	2	7
				Balances of goods sold un- }			
				der the act 35 Geo. III, }	31,224	4	6
				c. 80 }			
				Captains of worn-out ships . .	70,049	4	5
				Pay to military and marine of- }	35,554	15	10
				ficers on furlough and retired }			
				Balance 1 st March 1800	403,321	17	5
	<u>£10,290,350</u>	7	5		<u>£10,290,350</u>	7	5

The number of proprietors on the books of the East-India company, who were entitled to vote, and their several qualifications, as they stood on the 8th day of April 1800, were as follows, viz.

1,683 proprietors, qualified to give single votes	1,683
342 two votes	684
87 three votes	261
51 four votes	204

2,163 proprietors, whose number of votes amounted to 2,832
Proprietors of less than £1,000 stock are not entitled to vote.

The enormous price of coals being felt as a very grievous hardship in London and the adjacent country, a committee of the house of commons, after investigating the matter with great attention, were of opinion that the enhanced price was occasioned by—‘ the *limitation of vends*, by which each colliery on the Tyne is limited so as not to exceed a certain quantity in each year,’ as stipulated by the owners of the collieries;—the detention of ships at Newcastle, sometimes six weeks, waiting for their turns to get the best coals;—the want of an open market in London, the present one being engrossed by a few subscribers;—the coal-buyer being sometimes owner of both ship and cargo;—the detention of the ships by the want of a sufficient number of coal-meters for unloading them, and a further delay in getting ballast;—the practice of mixing coals of inferior quality with the best, and selling the whole as the best;—and frauds in the measurement, carriage, and delivery, of the coals.

In the course of their inquiries many authentic documents relating to the coal trade were produced, from which I have extracted the following

Account of the coals imported into London in every year since the 1st of March 1780.

Years ending 1 st March	Chaldrons, Bushels.	Tuns.	Years ending 1 st March.	Chaldrons, Bushels.	Tuns.
1781	658,066 30	3,511 $\frac{3}{4}$	1791	754,308 0	2,345 $\frac{1}{4}$
1782	621,995 12	2,155 $\frac{1}{4}$	1792	814,622 27	2,251
1783	711,635 9	2,135 $\frac{3}{4}$	1793	832,359 3	2,403 $\frac{1}{2}$
1784	649,151 15	2,317 $\frac{1}{2}$	1794	815,319 0	1,540 $\frac{1}{4}$
1785	739,127 27	1,955 $\frac{1}{4}$	1795	732,847 0	1,748
1786	742,521 18	2,320 $\frac{1}{4}$	1796	928,744 15	578
1787	762,037 18	2,294 $\frac{1}{4}$	1797	829,685 3	931 $\frac{1}{2}$
1788	736,431 9	2,108	1798	871,361 33	813 $\frac{3}{4}$
1789	777,843 0	2,272	1799	769,046 9	408 $\frac{1}{2}$
1790	854,489 12	2,371 $\frac{1}{2}$	1800	866,810 6	508

During twenty years, 1780 to 1799 inclusive, there sailed with coals from

	for London.	for all other places.
Newcastle (including Blythenok and Hartley) . .	54,917 ships.	51,444 ships.
Sunderland and its members	4,916	103,423

This account includes repeated voyages. The number of individual vessels, employed in the coal trade from Newcastle and Sunderland to London was 597 in May 1800; and they are generally larger than those employed in the coasting and foreign coal trade.

An Account of the quantity of coals shipped from the ports of Newcastle, Sunderland, Hartley, and Blythe, in the nine preceding years.

	To London.				To other parts of Great Britain.				To foreign countries.			
	New-castle.	Sunderland.	Hartley and Blythe.	Total.	New-castle.	Sunderland.	Hartley and Blythe.	Total.	New-castle.	Sunderland.	Hartley and Blythe.	Total.
1791	326,218	51,759	28,044	406,021	78,149	194,949	11,657	284,755	45,702	54,150	127	99,979
1792	358,707	42,571	29,000	430,278	97,399	214,317	9,400	321,116	42,993	53,313	234	96,540
1793	357,368	43,035	24,546	424,949	108,181	211,976	14,004	334,161	34,105	50,064	48	84,217
1794	303,366	59,475	26,197	389,038	84,094	184,464	11,455	280,013	40,461	38,885	128	79,474
1795	342,540	79,157	20,362	442,059	120,956	203,789	11,132	335,877	40,342	5,884	48	46,274
1796	329,753	53,406	20,300	403,459	109,024	196,839	9,423	315,286	42,778	6,293	542	49,613
1797	348,646	56,978	27,434	433,058	110,520	219,603	12,172	324,295	38,149	6,434	32	44,615
1798	296,866	63,716	23,661	384,243	97,503	210,416	14,172	322,091	44,722	5,111	166	49,999
1799	332,165	75,231	26,642	434,038	115,654	223,338	15,047	354,039	43,366	4,039	127	47,532

The numbers in this account are chaldrons of Newcastle measure, each one of which is nearly equal to two chaldrons of London measure.

A committee of the house of commons, 'appointed to consider of such further measures as may be necessary for rendering more commodious, and for better regulating, the port of London,' after having made the necessary inquiries respecting the nature of the bed of the river, the height of the masts of vessels, &c. and considered the information obtained from a great number of professional gentlemen in a variety of departments, were of opinion, that the navigation of the river is much injured by the impetuous rush of the water through the numerous arches of London bridge, which was built when the city had almost no shipping, and by the shoals which have accumulated from the masses of materials employed from time to time to strengthen the bridge. They therefor advised, that, for the improvement and accommodation of the port of London, a new bridge, to be constructed of iron, having the center arch at least sixty-five feet above the surface of the river at high water, which will allow vessels, not exceeding 200 tons burthen, to pass under it by striking their topgallant masts or topmasts, may be erected, whereby that part of the river which is between London bridge and Blackfriars bridge will be added to the harbour;—that the most convenient situation for the bridge is immediately above St. Saviour's church in Southwark, and thence in a line pointing to the Royal exchange;—that the shoals between the Tower and Blackfriars bridge ought to be removed;—and that the river ought to be embanked on a regular plan from the Tower to Blackfriars bridge, and wharfs with warehouses formed on the embankments.

The estimates of the several architects for the proposed bridge varied from £350,000 to £1,279,714.

March 11th—A society, incorporated by charter from his Majesty, under the title of *The Royal institution of Great Britain*, held their first meeting. The patriotic object of their establishment is to diffuse the knowledge of mechanic inventions and improvements, useful in agri-

culture and manufactures, and, in general, to direct the attention of the public to the useful arts.

In May 1793, before the act for the renewal of the East-India company's charter, with a limited participation of the trade by individuals, was passed in parliament, some of the free merchants in Calcutta, expecting a very great enlargement of the private trade to be authorized, had built vessels, which they tendered to the government of Bengal for taking in freight for London, as they apprehended an insufficiency of the company's shipping for the private trade. Lord Cornwallis, the governor-general, agreed provisionally, that one particular ship might be employed on the terms proposed, *if she should be wanted*. In November, Sir John Shore being then governor-general, all the owners, who had made offers, were informed that their ships were not wanted. The merchants, thus disappointed of sending home their own ships, thereupon sold the greatest part of the goods they had provided to foreigners*; and, instead of finding 3,000 tons of shipping insufficient for their freight, as they apprehended, they actually shipped only 2,424 tons. In the season 1795-6, seven of the company's largest regular ships being then in his Majesty's service, several India-built ships were employed instead of them; and in the same season some more vessels of the same description were taken up for carrying home rice. (See above, p. 362) By these means 27 vessels, of the burthen of 17,372 tons, were employed. Two of them were entirely loaded for account of their owners; and all the others, along with the rice and goods for the company, carried goods for the private merchants. In 1796 the merchants represented to the governor-general, that, encouraged by the employment of India shipping, they had built a number of vessels, and provided proper cargoes, which they requested permission to dispatch. But, as no such temporary exigence warranted the employment of such ships then as formerly, to the exclusion of the British shipping lying in the port, he declined complying with their request. In 1797 similar applications respecting shipping were made, and also rejected. Though the freight, charged by the company to the proprietors of private goods, was, on the average of the whole during six years, scarcely above the half of what they themselves paid to the owners of the ships, and the insurance on the regular ships was also much lower than on the private ones, the merchants made loud complaints of the expense of freight and the hardships of delay, compared with the low freight and expeditious conveyance of neutral vessels, which certainly have many advantages over those of a nation engaged in war †. Hav-

* The professed object of the participation of the trade between India and London, granted by the charter act, was to abridge the trade of foreigners, which was suspected to be in a great measure carried on by British capital.

† It has been remarked, as a proof of the dispatch made by foreigners, that American vessels have disposed of their imports, purchased their export cargoes, and sailed, in twenty-five, some in

twenty, days after their arrival; and that they frequently make the passage between Calcutta and America in less than four months. But it must be observed that, besides their neutrality, which exempts them from the delays inseparable from sailing in fleets, they enjoy the further advantage, with respect to dispatch, of being generally very small, for example, 165—140—107 tons.

ing, rather prematurely, conceived the trade by private ships to be permanently established, and consequently entered largely into shipbuilding and speculations connected with it, they now (December 1797) avowed *their great object to be the employment of their own ships, that they might have the profit of freight, and the opportunity of serving their friends.* In March 1798 the merchants of Calcutta having represented that 5,000 tons of shipping, some of which were newly built, *in hopes of the permission granted in 1795 being continued,* were then laid up, they were allowed to send them to London, loaded with cotton from Bombay, and to regulate the terms of freight, time of sailing, &c. as the owners and shippers might agree. In July 1798 they addressed Lord Mornington, then newly arrived as governor-general, requesting a general permission for vessels built in British India to navigate to London; and, as there was not then a sufficient quantity of European shipping in the port, their ships were hired for the company, and, re-let, without profit, to their owners, to be wholly loaded under their own direction. In the season 1799-1800 the country ships were also taken up in the same manner, except that, by an order from the directors, permission was impartially given to every qualified person to send goods by them, in order to place the other merchants in as good a situation with respect to the conveyance of their goods as the owners of vessels.

Instead of the proposed limitation of 3,000 tons annually, the quantities of goods brought to London on private account since the renewal of the company's charter, were

in 1794-5 . 2,424 tons.	in 1796-7 . 4,190 tons.	in 1798-9 . . 14,679 tons.
1795-6 . 6,817	1797-8 . 3,727	1799-1800 9,782

In March 1799 the merchants of London, connected with the free merchants in India, requested the East-India company *to grant facilities to the commerce of the British traders in India:* but neither the extent of the concessions expected, the quantity of shipping required, nor the nature of it, were specified. The directors thereupon desired that the nature of the demand should be specified: but nothing further was done till several months after.

Some other merchants of London, thinking they had as good a right to a participation of the India trade, also put in a claim for a permission to employ their own vessels in trading between India and London. But this demand was not very much insisted upon.

April 2^d—Mr. Dundas, president of the board of controul, addressed a letter to the chairman of the East-India company, wherein he observes, that the monopoly, granted by the legislature to the company, is attended with two material circumstances, viz.—‘ That the exportable produce of India exceeds what at present the capital of the East-India company is capable of embracing;’ and ‘ that the monopoly of the East-India company does not rest upon principles of colonial exclusion: for the trade to and from India is open to the subjects of other coun-

* tries in amity with Great Britain.' Such being the case, he asks, What is to become of that part of the trade not occupied by the company? Shall it be left exclusively to foreigners; or shall the monopoly be so modified, as to open the surplus market to the capital of British subjects? He points out the propriety of foreigners trading in India on their own capital [only], and observes that the capitals of British subjects residing in India ought to be brought *to this country*, either by the parties themselves, or by the agency of persons licenced by, and under the controul of, the company. He considers the surplus* produce of India, beyond the amount of the company's investments, as the proper means of transferring the fortunes of the company's servants, and India-built shipping as the proper conveyance. Considering the transfer of British capital to this country as the chief basis of this trade, he is clearly of opinion, that the merchants and shipping of this country cannot with any propriety be admitted to a participation of a trade, to the extension of which, very much beyond its present limits, the climate, the manufactures, and the religion, of India oppose insuperable obstacles.

Encouraged by such respectable authority, the friends of the India free merchants became exceedingly urgent for a confirmation of what they now called their right to as much of the India commerce as they could possibly find capital for, with the exception of the few articles reserved for the company's own investments. Newspapers and other publications were employed to influence the public mind, and to prove that the commercial prosperity of the British empire depended upon a permanent establishment of the commerce of India in the channel proposed by the free merchants and their friends in London.

Though the company agreed with Mr. Dundas in most points, yet, considering the nature and tendency of the required innovation, they were by no means ready to go to the full extent of his propositions. They considered the attempts of the private merchants to establish a permanent and systematic admission of their own ships into the trade,

* To those who are entirely unacquainted with the nature of the East-India trade, the word *surplus* must convey an idea that a quantity of goods are lying on hand for want of purchasers. But the case is very different. The piece goods are engaged, and generally paid for, before they are made: and it is also usual to make advances to the cultivators before their produce is ready for sale. The chief articles of produce, brought to this country in private trade, are cotton, indigo, and sugar. Cotton can scarcely bear the freight; and the abstraction of it from India is prejudicial to the manufactures of the company's subjects, and obliges a greater quantity of bullion to be sent to China, where cotton is an acceptable payment for the tea. The cultivation of indigo has been brought to a very great height in a few years,

chiefly by funds advanced by the company; and the eagerness of the undertakers has pushed it forward more rapidly than was consistent with their prosperity. The quantity of it annually imported is already nearly sufficient for the supply of all Europe. Sugar may certainly be raised in India sufficient for the consumption of all Europe: but it cannot generally bear the freight, and can only be imported with propriety when there is a failure in the supply from the West-Indies. A continual large importation of it would ruin the West-India settlements and all the British subjects connected with them. Hence it appears that there will be little or no surplus produce, unless surplus capital is previously employed to force it beyond its natural level.

with the possession of exclusive privileges, as a violent invasion of their chartered rights and the very essence of their monopoly, for the enjoyment of which very great sums have been advanced, and are annually paid, to the state. A confirmation of the privileges, now demanded, as a matter of right, would, in their opinion, create a new association of merchants, of the kind called a *regulated company*, who would engross the greatest part of the India trade to themselves and those whom they should chuse to shelter under their wings as partners or agents; for no person could purchase an interest in their trade, as any one may do in that of a joint-stock company. This new company, consisting of persons supported and protected by the present company, while they take to themselves all the benefits of the dear-bought privileges of the present company, whose emoluments as individuals are restricted to about five per cent on the money paid for their stock, propose to leave them all the burthens in India and in England, including the annual payment to government of a sum greater than the revenue of some sovereign princes. And, as the constitution of the present company admits all persons to be purchasers of their stock, the partners and agents of the new company may in time acquire such a preponderance, as proprietors of stock and directors, as to render the present company merely an engine for the promotion of their own interest, or reduce them to the state of a corporation trading to India in competition with others; precisely the condition they would be in, if the legislature were to refuse to renew their exclusive privilege. Nor would the ruin of the company be the only evil flowing from this system. The unlimited transmission of capital from this country, if it should not be checked by the ruin of the adventurers, might carry the cultivation and manufacture of exportable goods to such a height as would greatly exceed the consumption of all Europe, and ruin the West Indies. It would introduce colonial residence, and a system of trade entirely colonial, and utterly subversive of the beneficial system which has hitherto kept our Indian territories connected with Great Britain.

Though I do not pretend to form any decisive judgement upon so complex a subject as that of the India private trade has become, it is necessary here to observe, that, when the participation of the trade by the private merchants of India was enacted in the year 1793, the professed chief objects of it were to prevent the transfer of the fortunes of the company's servants by the medium of commerce from going into the hands of foreigners, and to bring the British capital, clandestinely invested in the trade of foreign ships, within the channel of legitimate British trade. There was not then any intention, at least not any avowed one, of establishing a fleet of ships, independent of the company, and in a rival, or opponent, interest. As the fortunes of the company's servants, and remittances for British manufactures consigned to India*,

* The manufactures *consigned* to India have been sales of such goods are to a small amount, though in very trifling quantities. Even the company's they sell generally with a loss.

were to furnish the capital for this kind of trade, its extent must at all times have been moderate: for no idea was ever conceived by the legislature or the company of its being carried to an indefinite extent by the transmission of capital from this country *, whereby, as the number of adventurers, as well as the amount of capital, might be as great as those in possession of the trade might chuse to admit, all concerned would probably bring themselves to ruin, as happened to those who eagerly rushed into the trade, when it was laid open, by way of experiment, in the year 1655.

April 4th—The island and fort of Goree, together with the dependent factory of Jool, on the coast of Africa, surrendered to a squadron of British ships under the command of Sir Charles Hamilton.

April 6th—The liberal and philanthropic society, instituted for the purpose of exploring the interior part of Africa, had engaged Mr. Horneman to prosecute the plan of discovery, which the death of Mr. Ledyard had rendered abortive. In the midst of a war, from the ravages of which not even the eastern parts of Africa were exempted, Mr. Horneman entered upon his enterprise; and at Paris, though his mission was from the hostile kingdom of Great Britain, he was received with the attention due to a man engaging, for the general service of mankind, in a hazardous attempt to enlarge the bounds of science; and in Egypt he enjoyed the patronage of General Buonaparte, and the liberal communications of the men of science attached to his army. With those advantages, and the previous acquisition of a knowledge of the Arabian language and Mohamedan religion, he assumed the character of a merchant of the caravan, which annually travels from Cairo to Mourzouk in Fezzan †; and, departing from the former in September 1798, he arrived at the later in November.

Mr. Horneman's account of the people of Fezzan is less favourable than that of former travelers, who have represented them as a nation, whose industry, particularly in the carrying trade, entitled them to the appellation of the Dutchmen of Africa. He says, 'they have no energy of character, no industry.' Though Mourzouk be from October to January the place of general resort for a number of caravans, the merchandize sold in it consists entirely of foreign articles, brought by foreigners. The caravan from Cairo is composed of merchants of Augela, a place about half way between the two countries, who import silks, cali-

* Mr. Dundas expressly sets himself against such an application of British capital. He says, 'The only effect of giving such an indulgence to the merchants resident in this country would be a temptation to withdraw a part of the capital of the country from a more profitable trade, and a more beneficial application of it, in order to divert it to another trade, less profitable to themselves, and less beneficial to the public. Without, therefore, one single reason, either of private

justice or public policy, it would be introducing a rival capital in India against the remittance trade of the East-India company, and in competition likewise with those individuals, whose capitals by the proposed indulgence, it is wished to transfer to Great Britain.'

† Of this inland commercial country some account has already been given, *V. iv, p. 192*, from the information obtained *at second hand* by Mr. Lucas.

coes striped with blue and white, woolen cloths, glass, imitations of coral, beads, and India goods. The trade from Tripoli is conducted chiefly by the merchants of Sockna, also an intermediate station, and by a few belonging to Tripoli and Fezzan; and they import paper, false corals, fire arms, sabres, knives, and a kind of cloth called abbes. The caravans from the south and west consist of the merchants of Agadez, a district between Fezzan and the River Niger, who bring slaves, ostrich feathers, zibette (or civet), skins of tigers, and gold in dust and in grains, to be made into ornamental articles for the Negro country*. The Tibboes of Bilma, a country south-east from Fezzan, bring great quantities of copper from Bornou, an extensive country lying south from them. Besides these principal caravans, several smaller troops of traders assemble at Mourzouk during the trading season.

Mr. Horneman's latest communication to the society was dated on the 6th of April 1800: and on that day he was to join a caravan for Bournou, from which place he proposed to proceed westward for Cashna, a town near the north bank of the Niger, and about 800 miles to the eastward of the termination of Mr. Park's travels. He expected to be able in five years (reckoning from the end of the year 1798) to give the society more ample accounts of the inland nations of Africa, the knowledge of which, the society are confident, '*will be of advantage to Great Britain, to Africa, and to the World.*'

July—The grand junction canal, which completes the inland navigable communication of the Thames, the Severn, the Mersea, and the Humber, the four principal rivers of England, with each other, was opened in June. The company of proprietors having resolved to borrow £100,000 in order to supply Paddington with water, and execute some other additions to the original plan, availed themselves of the high opinion of the public respecting the utility, and consequently the profitableness, of their undertaking, to sell the right of subscribing to their loan by auction. They divided the sum into 400 lots of £250 each, to be paid by installments before the end of September 1803, which should entitle the purchasers to interest at five per cent, reckoned from the times of advancing the money, and repayment on or before the 25th of March 1812, with an option of converting their debts into canal stock, at the rate of £250 for a share of £100, any time before the 25th of March 1808. And, though the company had not yet obtained an act for charging this loan on the tolls of the canal, and, in failure of obtaining it, only engaged to return the money advanced with interest and the premium, such was the eagerness of the purchasers, that the lots sold (at Garraway's 7th, 9th, and 11th, of July) at premiums of from £28 to £31:10; whereby he, who converts his debt into canal stock in the

* The manufacture of ornamental trinkets requires the ingenuity and industry of goldsmiths competent to the work: so Fezzan is not entirely destitute of those qualities.

year 1808, will have paid about £300, reckoning interest on his premium, for his share of £100 *. By this management the proprietors of the canal effected a clear profit of about £12,000.

It must be acknowledged, however, that shares in several other canals sometimes fell for less than the half of their original subscription cost.

August 30th—Since the month of April 1799 twelve India-built ships, and four British ships, which, having carried out troops and stores to the Cape of Good Hope, had proceeded to India by the company's permission, arrived in London with 34,504 bales of cotton, partly from Bengal, but mostly from Bombay. And from June 1799 to this time twenty India-built ships, of from 460 to 1,237 tons, sailed from London on their return voyages to India. Two of them were completely, and two more almost completely, loaded with troops and stores by government. The cargoes of the remaining sixteen, taken in at London,

amounted to	£588,643 8 0	
those of the two, not quite loaded by government, to	24,604 4 6	
		£613,247 12 6
Eight of them took in wine, &c. at Madeira to the amount of		116,505 0 6
The expenditure of the whole in London, for repairs, ships }		
stores, provisions, advance wages, and insurance, amounted to }		202,877 12 3
		£932,630 5 3

But it may be observed, that the British goods, Madeira wine, &c. carried to India by these ships, did not make any real augmentation of the trade, but only forestalled the market, which used to be supplied chiefly by the private trade of the commanders and officers of the company's ships, who were thereby disappointed of their sales. It is well known that in India a glut of goods could scarcely make any increase in the consumption; and the succeeding imports must have been less than usual, till the proportion between the demand and the supply returned to its proper level. Neither has the trade in cotton turned out so profitable as was, rather too sanguinely, expected. It was not the produce of British India, which has none to spare from its own manufactures: and, in consequence of the eagerness of the purchasers, much was shipped not sufficiently cleaned, whereby they subjected themselves to a heavy freight for carrying cotton seeds, and a subsequent expense for clearing the cotton of those costly and useless seeds, and reducing the weight of it very much below what they bought and paid freight for.

September 3^d—A treaty was concluded at Paris between the French republic and the United States of America, whereby

* Some instances of much higher advances on canal stock have already been noticed (p. 257). But, on the other hand, in February 1801 some shares of the grand junction canal sold at £170 to £172. Thus the difference of positively becoming a proprietor of a share, and retaining the option of being either a creditor or proprietor, appears to have been valued at about £130!

Article 2) All misunderstandings and claims were referred to further negotiation.

3, 4) Prizes taken on either side should be restored, unless they were loaded with contraband goods destined for an enemy's port: and vessels having commissions or proper passports should not be molested.

6) The trade between the two nations was declared to be free: and the mercantile or warlike vessels of either were to enjoy in the ports of the other all the privileges granted to the most favoured nations.

7) The property of the subjects of either state, dying in the territories of the other, was secured to their heirs, under some modifications.

8, 9) In case of war between the contracting powers, it was stipulated, that a period of six months shall be allowed to the subjects of either to remove with their property from the territories of the other, and that their debts, whether public or private, should not be confiscated.

10) Both nations may appoint commercial agents for the protection of trade, who shall enjoy all the rights and prerogatives enjoyed by similar agents of the most favoured nations.

11) Mutual freedom of trade, together with as favourable treatment respecting duties and privileges, as is given to the most favoured nations, is agreed upon for the French in the territories of the United States, and for the citizens of the United States in the European territories of France.

12-15) The vessels of either nation may freely and securely trade to and from the ports belonging to the enemies of the other, excepting those places which are actually blockaded, besieged, or invested. Free ships shall assure the freedom of merchandize, though belonging to the enemies of one of the contracting parties, excepting contraband goods, the species of which, consisting entirely of warlike and military stores, are enumerated. But all property belonging to the citizens of either nation found onboard a vessel belonging to the enemies of the other, is declared liable to confiscation.

The subsequent articles relate to the examination of vessels at sea, detentions, captures, privateers, and pirates. By the last article (27) it is agreed, that neither of the nations shall interfere with the other in the fisheries on the coasts of Newfoundland and America, and that the fishery of whales and seals shall be free to both nations in all parts of the world.

September 5th—The French garrison of La Valette, the capital of Malta, after sustaining a blockade of two years, surrendered to the British forces.

In a short time Malta became the emporium of the British trade in the Mediterranean, and the refuge of the British merchants, whom the ravages and convulsions of war drove from their establishments in Naples, Leghorn, and Palermo. It is reported, that a very brisk trade was carried on in this island, and that from it British goods found their

way, in spite of prohibitions, into Italy, and thence to other parts of the continent.

The following account of the commerce and shipping of France, in the year ending 22^d September 1800, is copied from an official report laid before the consuls.

<i>Imports.</i>			<i>Exports.</i>		
Brandy, cheese, olive oil fish, &c.	11,639,000	Livres.	Live stock	13,654,000	Livres.
Coffee	36,671,000		Brandy	16,609,000	
Sugar	46,856,000		Wine of Bordeaux	11,488,000	
Pepper and other spices	9,250,000		Other wines	21,339,000	
* Total of provisions, liquors, &c.	114,190,100		Salt	5,386,000	
Copper, iron, steel, tin, lead,	5,694,200		Corn and flour	5,527,000	
Cotton	35,172,000		Cheese and dried fruits	3,875,000	
Wool	14,813,000		Total of provisions, &c.	87,562,500	
Pot-ashes and soda ...	11,476,000		Copper, iron, &c.	4,530,800	
Oil for manufactures .	13,121,000		Cotton yarn	2,263,000	
Indigo	13,235,000		Dressed leather	7,552,100	
Cochineal	9,462,000		Cochineal	5,604,000	
Tobacco	11,657,000		Tobacco	4,963,000	
Total of raw materials	133,591,500		Total of raw materials	33,694,500	
Working horses	788,600		Mules	2,244,000	
Cotton stuffs	24,000,000		Silk goods	41,222,000	
Ribands	2,728,000		Woolen drapery	23,146,000	
Mercery, skins, furs, ironmongery, soap, ..	2,483,000		Cotton stuffs	12,335,000	
Total of foreign manufactures	39,265,500		Linen and hempen cloth	34,860,000	
Gold and silver registered, particularly dollars from Spain	28,487,700		Millinery, furniture, watches, jewelry, skins, garments, porcelain, nails, ironmongery, soap, glass, &c.	22,000,000	
Sundries	3,098,800		Total of French manufactures .	140,854,200	
Grand total	325,116,400		Gold and silver	490,500	
			Sundries	2,199,100	
			Grand total	271,575,600	

The commerce of France with other countries was as follows.

<i>Imports.</i>		<i>Exports.</i>	
Spain	64,446,500		62,441,400
Batavian republic	80,788,300		37,751,600
Ligurian republic	26,561,600		23,010,700
Helvetian republic	17,008,600		38,809,100
Total with friendly and allied powers	188,805,000		162,012,800
Denmark, Sweden, Prussia, the Hanse towns, ..	82,833,200		32,969,700
The United states of America	1,950,100		557,700
Total with neutral powers	84,783,300		33,527,400
The Levant, Sardinia, Portugal, Naples, and Sicily, Tuscany Rome, the emperor's dominions in Germany and Italy, part of the German empire, and Russia, the belligerent powers	51,528,100		76,035,400
Grand total of commercial imports and exports	325,116,400		271,575,600
Stranded and waif merchandize	26,700		
Prize goods	29,201,676		
The French colonies in the East and the West, Coffee, spices, India piece goods, gum Senegal, &c. . .	1,483,800		
Provisions, metals, and other goods			282,300

* This and the following similar totals include some articles not specified.

The general navigation of France.

		Entered inward.		Cleared outward.	
		Vessels.	Tuns.	Vessels.	Tuns.
Foreign commerce	{ French	2,975	98,304	3,358	104,687
	{ Foreign	4,606	174,833	5,278	208,280
Total		7,581	273,137	8,636	312,967
Coasting trade between the ports of the republic	{ French	25,084	698,486	25,189	644,109
	{ Foreign	226	25,208	323	22,545
Total		25,310	723,694	25,512	666,654
Colonial and fishing vessels.					
French colonies in America		17	2,629	12	1,550
— in Africa		2	91	3	210
— in Asia		2	489	5	1,650
Distant fishery at Iceland		3	230	22	519
Deep-sea and coasting fishery		47	1,330	254	6,071
Total		71	4,769	296	10,000

The money in these accounts may be converted into sterling with tolerable exactness by allowing twenty-four livres for one pound sterling. But, the value being almost entirely in round numbers, it may be presumed that much of it is by estimate.

No imports from Great Britain appear. But much of the sugar, coffee, cotton goods, &c. imported from Hamburgh, classed under the title of Hanse towns or German empire, must have been circuitously obtained from this country.

It may be observed, that Mr. Necker stated the exports of French West-India produce, now almost annihilated, at about three millions sterling, and the whole exports at twelve millions and a half sterling, only a trifle beyond the amount here stated. Many other remarks might be made on these accounts.

September 14th—The active trading Dutch island of Curaçoa, with all its dependencies, surrendered to the British arms. By the articles of the capitulation a free admission was stipulated for Spanish vessels bringing provisions from the Main for the inhabitants.

October 12th—The subahdar of the Deccan, in commutation for a subsidy payable by him to the East-India company, ceded to them the sovereignty of the greatest part of the territories acquired as his share of Tippoo's dominions in the year 1792 and 1799. By this cession the company obtained an additional revenue of £627,426.

November 22^d—Mr. Adams, the president of the United States of America, opened the first session of congress held in the city of Washington, the new capital of the whole confederacy.

December 16th—On the 15th of August the emperor of Russia and the king of Sweden notified to the other northern courts that they intended to restore in its full independence the general right of all nations to

'convey their ships and merchandize freely, without being subject to the controul of the powers at war.' And they resolved to establish the system of an armed neutrality, nearly on the principles of that of the year 1780. In consequence of this resolution, a convention was now concluded at Petersburg between the two sovereigns, wherein—They prohibit their subjects from carrying contraband merchandize, which they declare to be only arms, ammunition, and horse furniture, to any country engaged in war.—They declare, that all vessels may freely navigate on the coasts, and between the harbours, of the belligerent powers; that the property of the subjects of the belligerent powers carried in neutral vessels, except contraband goods shall be free; that neutral vessels attempting to get into a blockaded port, violate the convention; that there shall be no delay in giving sentence with regard to neutral vessels, unless they are detained upon reasons evidently just, and they shall be indemnified for any damages sustained by them; and the declaration of the commander of a Russian or Swedish ship of war or squadron, that the merchant ships under his convoy have no contraband goods onboard, shall be received as sufficient, and no search shall be permitted.—'In order to place the commerce of their subjects upon the most legal and permanent basis,' they 'have deemed it expedient to equip a number of ships of war and frigates' to protect their convoys.—Vessels belonging to the subjects of either power, conforming to the principles of the neutrality, and not having the protection of the ships of war of their own sovereign, shall be protected by those of the other.—This convention has no retrospective operation, but shall be the basis of a system for the protection of all the neutral nations of Europe, whose rights may be invaded.—In case of a Russian or Swedish ship being taken by a ship belonging to any of the belligerent powers, the minister of the injured party shall reclaim the vessel, and demand satisfaction for the insult offered to the flag of his sovereign; and he shall be supported by the minister of the other contracting power. In failure of redress in due time, the contracting powers shall have recourse to reprisals.—The contracting powers engage to support each other against any power who may molest either of them on account of this convention, which shall be considered as a perpetual standard for regulating the commerce and navigation, and maintaining the rights, of neutral nations.—They agree that other neutral powers may become parties to this convention, conform to its obligations, and partake of its advantages.

The courts of Denmark and Prussia also engaged in this association.

Though the duty upon tea, fixed by the commutation act in the year 1784 at $12\frac{1}{2}$ per cent, was now, by repeated augmentations*, raised to about 40 per cent, on the sale price, the quantity consumed continued to increase. The low price to which it was reduced by the commuta-

* See pp. 341, 384, 443, 493, of this volume.

tion act, brought it within the reach of the poorer classes of the people in every part of the kingdom; and the increase of price being gradual, and any other articles, which could be used instead of it, being equally increased in price, or unattainable *, the people of all ranks found themselves obliged to continue the use of tea, to which they were now accustomed, notwithstanding the advanced price of it, and also of sugar, the duties upon which are in fact additional duties upon the consumption of tea. The truth of what is now said will appear by the following

Account of the teas for home consumption, and the total quantities of tea sold by the East-India company in the under-mentioned years, together with the amount of the sales and the duties paid to government †.

In the years ending 5 th July.	For home consumption, pounds.	In the years ending 1 st September.		
		Total quantities sold, pounds.	Amount of the sales.	Amount of duties paid.
1795	18,498,569	1795 20,587,527	£3,188,439	£503,962
1796	18,618,024	1796 21,090,397	3,059,873	635,572
1797	18,716,546	1797 19,650,726	2,832,402	788,573
1798	18,599,377	1798 19,766,484	3,049,079	946,752
1799	19,680,771	1799 24,853,503	4,086,376	1,410,178
1800	20,780,724	1800 23,378,816	3,662,043	

During several years bypast the king had kept a flock of sheep of the true Merino breed; and it was found that the quality of the wool was nothing degenerated in consequence of the climate or pasture of this country. The cross of a Merino ram was also found to increase the quantity, and improve the quality, of the native short-wooled sheep, especially the South-down, Hereford, and Devon-shire, breeds. These encouraging circumstances induced his Majesty to procure a further supply of Spanish sheep from a flock of an established reputation for excellence of wool. Five rams and thirty-five ewes of the breed called Negretti, which for purity of blood and fineness of wool are as highly esteemed as any in Spain, were accordingly obtained from the marchioness del Campo de Alange in the year 1792, which, with their descendents, have been kept with great care and attention at Oatlands.

Though the wool of all these sheep, the Merino as well as the Negretti, was acknowledged to be equal to any imported Spanish wool, yet, the manufacturers, apprehending that it must degenerate in this country, were unwilling to offer any price for it. Therefor, that the object, which was to ascertain whether superfine cloth could be made of wool

* Some people, without thinking, say, Why not use malt liquor or milk, as our ancestors did when tea was unknown?—The obvious answer is, The country being vastly more populous now than it was then, a greater supply of provisions of every kind is necessary: and it may be demonstrated, that the additional barley requisite for a sufficient quantity of malt liquor, and the additional pasture for cows to yield a sufficient quantity of milk, and for the working cattle required to cultivate the additional ground, can scarcely be found anywhere

without diminishing the quantity of bread corn. Indeed, the quantity of milk necessary for London, in case of substituting it for only a small part of the tea now used, cannot possibly be obtained within the distance from which it can be carried to the consumers, all the fields within that distance being already employed in feeding cows, or raising hay for them and the losses of the metropolis.

† This is a continuation of the accounts in pp. 336, 338. 4

produced in this country, might not be frustrated, the king was obliged to have it manufactured for some years at his own expence; and cloth of excellent quality was made from it.

As goods of any kind cannot fail to find their own value in time, and that of the wool was now established to the satisfaction of the few to whom it was known, it was resolved to give it an opportunity of being more generally known by letting the manufacturers have it at any price they pleased to give for it. Accordingly it was sold in the year 1796 and the subsequent years as follows.

1796 at 2/ per pound.

1797 2½

		First quality.	Second.	Third.	Total sale.
1798	89 fleeces . . .	167 lb. at 5/6*	23 lb. at 3/6	13 lb. at 2/6	£47 8 0
1799	101 fleeces . . .	207 . . . 5/6	28 . . . 3/6	19 . . . 2/	63 14 6
	Rams wool of 1798-99	181 . . . 4/6	22 . . . 3/6	12 . . . 2/	45 15 6

In order to render the propagation of so valuable a race of sheep as extensive as possible, his Majesty gave a hundred of his rams, and many of his ewes, as presents to different persons. And that the improvement of the staple commodity of Great Britain might be rendered accessible to all persons, he also ordered a number of the rams and ewes to be sold.

The introduction of the Spanish breed of sheep has been an object of the attention of the government of France for about thirty years; and the sheep and wool were sold every year by auction †.

The following is an Account of the woollen cloths, milled at the fulling mills in the West-riding of Yorkshire, in the under-mentioned years.

Years.	Pieces.	Broad cloths. containing	Yards.	Pieces.	Narrow cloths. containing	Yards.
1784	138,023		4,094,335	115,500		3,356,648
1785	157,275		4,844,855	116,036		3,409,178
1786	158,792		4,934,975	123,025		3,536,889
1787	155,748		4,850,832	128,740		4,058,157
1788	139,406		4,244,322	132,143		4,208,303
1789	154,134		4,716,460	145,495		4,409,573
1790	172,588		5,151,677	140,407		4,582,122
1791	187,569		5,815,079	154,373		4,797,594
1792	214,851		6,760,728	190,468		5,531,698
1793	190,332		6,054,946	150,666		4,783,722
1794	190,988		6,067,208	130,403		4,634,258
1795	250,993		7,759,907	155,087		5,172,511
1796	246,770		7,830,536	151,594		5,245,704
1797	229,292		7,235,038	156,709		5,503,048
1798	224,159		7,134,114	148,506		5,180,313
1799	272,755		8,806,688	180,168		6,377,277
1800	285,851		9,263,966	169,262		6,014,420

* It is proper to observe, that in the year 1799, when the wool of 1798 and 1799 was sold, Spanish wool was higher than ever it was before: yet no Spanish sold above 5/6, except a very small quantity which fetched 5/9.

† The French official advertisement of 24th May 1800, after announcing the sale of 220 ewes and rams of the finest-wooled Spanish breed, part of the flock kept on the national farm of Rambouillet,

and 2,000 pounds of superfine wool, the produce of mixed breeds kept at Versailles, affirms that the ordinary coarse-wooled breed of French sheep, when crossed by Spanish rams, improves so much, that in the third or fourth generation their wool is not distinguishable from that of real Spanish sheep, and that the country round Rambouillet, to a considerable distance, was now stocked with fine-wooled sheep of the Spanish breed.

Kerseymeres, which of late have become an article of considerable importance, are not included in this account.

The following estimates of the number of packs of wool (of 240 pounds each), and of the value of the broad and narrow cloths, together with the supposed amount of the other branches of the woollen manufacture in the West-riding of York-shire, and also in the whole kingdom, in the year 1799, are taken from the evidence given by several manufacturers to a committee of the house of commons in April 1800.

	£	£		£
72,734 packs, average value	11	800,074,	made 272,755 pieces broad, of the estimated value of	3,795,157
30,028 —	14	420,392 —	180,168 — narrow, average value	£6 . . 1,081,008

Total value of broad and narrow cloths *	4,876,165
Blankets and other goods (apparently including kerseymeres) supposed above	1,600,000
Stuffs, or worsted goods, supposed to amount to	1,400,000

The whole woollen goods made in the riding being thus estimated at £7,876,165

Some of the same gentlemen estimated the quantity of wool annually produced from 28,800,000 sheep, the supposed stock in the kingdom, to be 600,000 packs, for which they assumed the medium value of £11 per pack, the whole being £6,600,000

The value is increased in the manufacture from double to ninefold: assuming threefold as an average, the total value of woollen goods manufactured in the whole kingdom, is 19,800,000

In the year 1782 it was estimated at £14,000,000, and in 1791 at £19,000,000 †.

This vast manufacture is supposed to give employment to three millions of men, women, boys, and girls ‡, notwithstanding the decrease of the quantity of wool, and the great abridgement of labour by the use of machinery, which, in the various processes previous to the weaving, was stated by one manufacturer to accomplish by the hands of 35 persons the work, which about the year 1785 required the labour of 1,634 persons.

The capital vested in machinery, and buildings appropriated to the woollen manufacture, in various parts of the country, was supposed to be about £6,000,000.

It is evident that the foreign demand for woollen manufactures has lately extended beyond the power of the country to supply it: for many more orders have been sent to the manufacturers than they could possibly find wool to execute. The increased demand may be ascribed, partly to the failure of some manufactures on the continent, occasioned

* The evidence states only the supposed total of the value of the broad and narrow cloths taken together, and the average value of the narrow: and these form the basis on which the account given in the text is constructed. The broad cloths appear to have been valued at above £13 : 18 : 0, which, unless the finer goods made a greater proportion of the whole than can well be supposed, is surely much too high.

† There is no regular official account of any other branch of the woollen manufacture than the broad and narrow cloths of the West-riding of York-shire. And it must be acknowledged that all the numbers here given seem rather conjectural

than founded upon sufficient data. One gentleman states the wool produced in the years 1782 to 1790 at 600,000 packs: and, though he and others stated that the quantity has been decreasing since 1784, he estimates his total of all the woollen manufactures upon the basis of 600,000 packs, entirely overlooking the imported wool of Spain and other countries.

‡ It may well be doubted, whether this number does not include the infant children and all other dependents of the manufacturers. Other estimates state the number at rather more than a million, or at most at a million and a half. See *V.* iii, p. 603.

by the convulsions of the war, and partly to the augmentation of the military establishments of every country in Europe. The deficiency of wool is pretty certainly owing to the increase of inclosures for the purpose of raising corn for the subsistence of the increased number of people in the country and its foreign dependencies, and the unprecedented number of consumers in the army and navy.

In addition to all the wool produced in the country, the following quantities of foreign wool were imported in the under-mentioned years.

Years.	Spanish wool, pounds.	Other wool, pounds.	Years.	Spanish wool, pounds.	Other wool, pounds.
1791.....	2,644,653.....	131,401	1796.....	3,400,236	53,975
1792.....	4,350,819.....	163,157	1797.....	4,602,805	50,891
1793.....	1,750,151.....	141,234	1798.....	2,362,469	35,657
1794.....	4,423,893.....	61,689	1799.....	4,891,305	44,534
1795.....	4,761,264.....	138,236			

If from the great staple manufacture of England we turn to, what has been called, the staple of Scotland, we shall find, that, though the more beneficial manufacture of cotton must undoubtedly have drawn off many hands from the linen manufacture, it has not declined, but rather advanced, as appears from the following

Account of the quantity and value of the linen cloth stamped for sale in Scotland during the under-mentioned years.*

Years.	Yards.	Value.	Years.	Yards.	Value.
1785 . . .	17,275,075 . . .	£835,081 14 3	1793 . . .	20,676,620 . . .	£757,332 0 0
1786 . . .	17,505,375 . . .	823,447 13 1	1794 . . .	20,535,633 . . .	797,416 19 4
1787 . . .	19,425,031 . . .	843,920 13 5	1795 . . .	21,374,196 . . .	827,003 13 3
1788 . . .	20,506,310 . . .	854,900 16 2	1796 . . .	23,102,404 . . .	906,202 8 4
1789 . . .	19,996,075 . . .	779,608 8 0	1797 . . .	19,475,241 . . .	735,084 4 0
1790 . . .	18,328,960 . . .	729,772 5 1	1798 . . .	21,297,059 . . .	850,403 9 9
1791 . . .	18,739,725 . . .	755,546 7 8	1799 . . .	24,506,007 . . .	1,116,022 4 7
1792 . . .	21,065,386 . . .	842,543 14 2	1800 . . .	24,235,633 . . .	1,047,598 10 10

There is no account kept of the linen manufacture of England. As it is an object of subordinate importance, the annual amount of it is probably rather under £1,000,000

Neither is any account kept in either part of the united kingdom of the much more important manufacture of cotton, except the calicoes and muslins which are printed, the quantity of which is known with certainty by means of the duty paid upon them. The amount and progress of the printing business appears in the following

* I have already observed, that the linens, which most of the families in Scotland make for their own use, are not stamped, and consequently not included in the returns made by the stamp-masters to the trustees or the linen and hempen manufactures. They must amount to several millions of yards annually.

The act for the encouragement of the linen manufacture in Scotland was passed in the year 1727. In 1728 there were stamped 2,183,978 yards, value £103,312 : 9 : 8; and in the year 1732 the manufacture increased to 4,384,823 yards, value £168,322 : 14 : 10. So flattering a prospect of the great national staple made Mr. Lindsay, who wrote his treatise, called *The interest of Scotland considered*, in the year 1733, exclaim

in a transport of patriotic exultation, ' that the ' linen trade is already increased in its quantity, ' and improv'd! exceedingly improv'd! in its ' quality, even beyond our utmost hopes. We ' now know, from certain experience, that this ' trade shall turn to account, and to a very great ' account; that it is the *only* branch of business ' that can employ all our hands profitably, and a ' business that can never be overstocked.'—We shall immediately see that, in the present day, Scottish calicoes and muslins have a much more extensive sale than Scottish linens, with all their great increase since Lindsay's time.—For the progress of the Scottish linen manufacture in preceding years see *V. iii, pp. 336, 454, 546, and F. iv, p. 63.*

Account of the calicoes, muslins, linens, and stuffs, printed in England and Wales, in the years 1796 and 1800.

	Rate of duty.	1796.		1800.	
		Yards.	Amount of duty.	Yards.	Amount of duty.
Foreign calicoes and muslins	7d	1,750,270	£51,049 10 10	1,577,536	£46,011 9 4
British calicoes and muslins.	3½	24,363,240	355,297 5 0	28,092,700	418,436 10 5
Linens and stuffs	3½	3,464,862	50,520 4 11	3,232,073	47,134 7 11

If we follow the calculation assumed in an estimate laid before a committee of the house of commons, that the duty is one tenth of the value, we may estimate the value of the British calicoes and muslins printed in England and Wales in 1796 at £3,552,972 and those printed in 1800 at 4,184,365

The quantity of white calicoes and muslins, made in England and Wales, is probably much greater than that of the printed: and, though they do not incur the expence of printing and duty, yet, as a greater proportion of them are fine goods, the value of them is perhaps rather above £3,000,000

There are many other fabrics of cotton, of which it seems impossible to make any estimate.

The annual exports of British cotton manufactures from all the ports of Great Britain, on the average of three years, 1797-1799, was 4,175,236

I apprehend these statements, and estimates, or conjectures, constitute all the attainable materials for illustrating the state of this great and important manufacture: and, after using every endeavour to obtain a more satisfactory account, I must adopt the opinion, conveyed to me in a letter from a gentleman, who is at the head of some of the greatest manufacturing establishments in the kingdom, that the object is beyond the reach of individual investigation, and, unless government shall order an inquiry, it can only be estimated by the importation of cotton, which is for the most part manufactured at home.—The quantity of cotton of all kinds, imported during the year 1800, in England was 42,806,507 pounds, in Scotland 13,204,225, total 56,010,732 pounds.

Perhaps the manufacture in Scotland, as being in a narrower field, is more within the reach of individual observation than that of England. I therefor venture to lay before the reader, as being apparently a near approximation to the truth, the following

Estimate of the state of the cotton manufacture in Scotland, made up in the year 1796, at Glasgow, the center of the principal commerce and manufactures of that kingdom.

39 water mills * which cost for machinery and buildings £10,000 each £390,000 and work 124,800 spindles.
1,200 common jennies, 84 sp. each . . 100,800 6 each . . 7,200
600 mule jennies, . 144 sp. each . . 86,400 30 each . . 18,000

Total, working by day and night, . . . 312,000 spindles.

Building for the jennies cost 75,000

Capital invested in machinery and buildings 490,200

* In the year 1787 there were only 19 spinning mills in Scotland. See above, p. 133.

The yarn annually spun is valued at	£1,256,412
The cotton, 4,629,043 lbs ; average value 2s	462,904
The people employed, are estimated at 25,000 of both sexes, young and old, but the greatest number under 15 years of age, whose labour, aided by machinery, thus improves the value of the raw material in the first stage of manufacture	793,508
from which deduct wages, estimated at	500,000
and there remains, as compensation for the cost and wear and tear of the machinery, and proprietors' profits, the sum of	293,508
The annual value of calicoes and muslins, now deservedly esteemed <i>the staple of Scotland</i> , when finished, including the excise duty on a part of them which are printed, and the cost of tambouring and needle-work on about a third part of them, was then estimated at	
The value of the cotton yarn, as above	£1,256,412
to which add for yarn got from England	520,000
	1,776,412

The wages of weavers, tambourers, needle-workers, the charges, the profits of the manufacturers, and the revenue paid to government, } *1,332,137
thus amounted to

which great sum is produced by capital, ingenuity, management, and labour in the subsequent stages of the business.

The cotton manufacture in Scotland employs 38,815 weavers,
for winding warp and weft 12,938 women,
and, supposing one third part of the muslin adorned with } 105,000 women and
tambouring or needle-work }
girls, mostly children.
besides those employed in the spinning branch, 25,000 persons.

Hence it appears that 181,753 persons derive their immediate subsistence from the cotton manufacture in Scotland, and also a proportional number in England employed in producing yarn to the value of £520,000 ; besides the innumerable people of all classes concerned in providing necessaries and accommodations of every kind for that great multitude, and in constructing and repairing the machinery and buildings ; and the cultivators of the cotton in the East and West Indies, seamen, merchants, &c. &c. who are all wholly or partly supported by this most beneficial manufacture, whereby the cotton is raised, taking the whole manufacture together, to be about seven times the value it was of when imported †.

* Mr. Brown, my author, makes the weaving and charges £592,137
printing, tambouring, and needle-work 840,000

£1,432,137

If he is right in *these* numbers, the total must be £100,000 more.

† This account of the cotton manufacture of Scotland is extracted from *Brown's History of Glasgow*, V. ii, pp. 242-245.

‡ A growler at improvement may say, that so much yarn spun by the hand would give bread to

several hundred thousands of women. But the answer is, that scarcely any women would be employed in that way at all, and consequently no weavers, printers, tambourers, &c. as was the case before the machinery was invented. As for those who repine at the improvement of the condition of the people and feel themselves unhappy at seeing a poor girl have a handsome gown acquired by honest industry, (and many such there are who affect to pass their malevolence for a regard to religion) they are unworthy of any answer.

Such are the blessings of these truly valuable establishments, which unite individual interest and national advantage with the truest and best of charities; that of rendering the poor useful to the community and to themselves, and placing them above the acceptance of gratuitous support, the premium of indolence, and poison of industry, which debases the spirits of those whom it cannot permanently feed.

The cotton manufacture has increased very much in Scotland since the year 1796, as appears by the above-mentioned quantity of cotton imported in 1800, though the printing business seems to have declined a little, as may be inferred from the following

Account of the calicoes, muslins, linens, and stuffs, printed in Scotland in the years 1796 and 1800.

	Rate of Duty.	1796			1800		
		Yards.	Amount of Duty.		Yards.	Amount of Duty.	
Foreign calicoes and muslins	7d	141,403	£	4,124 5 1	78,868	£	2,300 6 4
British calicoes and muslins	3½	4,258,557		62,103 19 1½	4,176,939		60,913 13 10½
Linens and stuffs	3½	1,185,500		17,288 10 10	1,220,714		17,802 1 7

and the manufacture still continues to increase in both kingdoms.

The probable amount of the other principal branches of British manufacture will be found in the estimate of the insurable property in the kingdom, to be given under the year 1801.

The following view of the exports of fish and oil from Newfoundland, and of the vessels cleared out from the ports of Great Britain for the Newfoundland fishery, in two periods of three years each, is taken from accounts made up by order of parliament *.

	1790					1791					1792				
Exported from Newfoundland to	Dry fish, quint.	Wet fish, barrels.	Oil, Tuns. h. g.			Dry fish, quint.	Wet fish, barrels.	Oil, Tuns. h. g.			Dry fish, quint.	Wet fish, barrels.	Oil, Tuns. h. g.		
South of Europe	581,824	3,667	78 1 9			623,083	4,338	44 0 37			490,514	...	27 2 20		
Ireland	13,089	344	627 1 43			23,796	442	233 0 30			13,209	3,106	229 1 14		
Guernsey and Jersey . . . . .	...	...	...			6,400	109	11 2 31			...	...	...
Brit. Amer. colonies	854	50	...			1,450	501	...			276	180	...		
West Indies	58,901	988	11 3 4			11,935	1,449	12 3 0			42,118	2,307	16 0 10		
Great Britain	29,750	1,172	1,222 0 1			53,483	172	538 1 7			19,716	...	2,623 1 60		
Totals	684,421	6,221	1,939 1 57			720,147	7,011	839 3 42			565,833	5,590	2,896 1 50		
Cleared out from Great Britain	Vessels.	Tuns.	Men.			Vessels.	Tuns.	Men.			vessels.	Tuns.	Men.		
	298	31,644	2,608			308	34,166	2,639			263	27,528	2,412		

	1798.					1799.					1800.				
Exported from Newfoundland to	Dry fish, quint.	Wet fish, barrels.	Oil, Tuns. h. g.			Dry fish, quint.	Wet fish, barrels.	Oil, Tuns. h. g.			Dry fish, quint.	Wet fish, barrels.	Oil, Tuns. h. g.		
South of Europe	209,995	...	4 0 0			238,953	990	...			366,379	...	2 0 4		
Ireland	3,060	...	21 1 30			1,531	...	70 2 58			1,537	...	62 1 35		
Guernsey and Jersey	5,688	...	8 0 0			...	...	...			1,176	...	24 3 6		
Amer. United states . . . . .	...	...	...			4,281	704	...			1,600	...	...
Brit. Amer. colonies	11,128	743	...			1,375	406	...			6,011	...	...
West Indies	75,415	4,681	21 2 39			53,882	1,416	1 1 55			97,295	...	...
Great Britain	45,137	602	2,122 0 24			13,734	32	1,779 2 10			7,526	96	2,278 1 57		
Totals	353,303	6,026	2,177 0 30			313,756	3,548	1,851 2 60			481,524	96	2,367 2 39		
Cleared out from Great Britain	Vessels.	Tuns.	Men.			Vessels.	Tuns.	Men.			Vessels.	Tuns.	Men.		
	162	15,838	1,268			128	1,322	1,145			143	17,360	1,380		

† In all the abstracts of imports and exports given in this work, prior to the year 1800, Newfoundland is included under the title of British American continental colonies.

The progress of the herring fishery on the coast of Scotland has been already deduced from the commencement of the bounty system to the beginning of the American war, and afterwards brought down to the termination of it. That the herring fishery of Great Britain continued for the most part in a state of progressive augmentation, notwithstanding the further reduction of the tunnage bounty to twenty shillings in the year 1787, appears from the following account of the vessels employed in it, and the herrings cured and exported, extracted, partly from various accounts laid before the committee of the house of commons appointed to inquire into the state of the fisheries, who bestowed much attention on that important object in this and the preceding year, and partly from the books of the inspector-general of imports and exports.

	On the tunnage bounty,				Not on the tunnage bounty,				Exported,	
	Vessels.	Tuns.	Men.	Herrings cured, barrels.	Vessels.	Tuns.	Men.	Herrings cured, barrels, crans.	White herrings, barrels.	Red herrings, barrels.
ENGLAND.	1783								19,038	29,521
	1784								17,507	40,270
	1785								12,110	19,790
	1786	3	152	35	222				14,575	38,209
	1787	6	284	74	1,262			23,569	19,013	29,691
	1788	15	933	208	1,321			23,787	18,955	18,663
	1789	16	973	210	1,693			18,113	18,556	12,911
	1790	2	91	26	246			22,192	15,116	23,993
	1791	4	149	39	538			18,434	16,144	16,940
	1792	1	45	13	276			16,398	25,630	13,769
	1793	5	204	52	823			26,807	21,812	20,055
	1794	1	45	13	257			19,142	23,226	9,101
	1795	2	108	27	612				14,530	5,792
	1796	3	143	33	856				23,552	2,705
	1797								35,445	5,695
	1798								41,674	21,264
	1799								40,309	8,684
	1800								31,901	6,976
SCOTLAND.	1783	154	7,307	1,696	13,603				8,045	1,554
	1784	162	7,869	1,810	22,075				22,071	1,281
	1785	180	8,718	2,013	18,601				15,064	1,521
	1786	216	10,540	2,446	27,833				24,369	938
	1787	249	12,876	2,964	44,613			5,476	33,727	3,102
	1788	282	14,564	3,361	54,167			22,815	26,383	827
	1789	310	15,780	3,672	23,778			17,434	20,040	1,411
	1790	285	14,257	3,314	48,498			11,611	25,997	1,382
	1791	331	16,090	3,765	74,764			23,941	33,895	944
	1792	332	15,923	3,738	81,851			25,822	38,920	894
	1793	316	15,012	3,511	67,293			27,854	44,781	857
	1794	315	15,054	3,510	33,485			38,016	37,090	1,114
	1795	252	11,759	2,751	34,399				67,504	1,010
	1796	277	13,074	3,074	73,305				100,770	777
	1797	289	13,550	3,196	88,885				136,561	1,272
	1798	285	13,133	3,109	84,942	811	26,319	2,724	142,779	3,556
	1799					609	20,428	2,235	140,403	4,595
	1800								141,474	2,841

* Notwithstanding my earnest endeavours during several years to complete this account, some parts of it are unavoidably defective.

According to another account, comprehending all the boats as well as decked vessels, not on the bounty, entered inward from the fishery in the ports of Scotland, the following were the quantities of fish landed by them.

	Vessels and boats.	Tuns.	Men.	Herrings,		Ling,		Cod,	Haddocks,
				barrels.	in bulk.	N ^o .	dried, cwts.	N ^o .	N ^o .
In the year 1798 . . .	634	19,184	2,043	111,241	1,149,500	15,285	222	2,000	1,000
In the year 1799 . . .	1,161	35,695	3,063	207,958	4,388,100	20,785	436	2,350	1,000

Mr. Westgarth, the acting salt accountant, observes that the returns from Shetland are wanting in the accounts of these two years: and he adds, that 'a great fishing is carried on on the coasts of Scotland by vessels which do not require custom-house dispatches, and of which, consequently, no accounts are kept.'

The following account of the quantities of corn exported and imported, from the year 1790 to the end of 1800, is a further continuation of the accounts already given, which began with the commencement of the corn register.

	Imported into		Exported from		Duties received. £	Drawbacks paid. £	Bounties paid on	
							Importation. £	Exportation. £
	ENGLAND Quarters.	SCOTLAND Quarters.	ENGLAND Quarters.	SCOTLAND Quarters.				
1791	Wheat	357,999	72,798	46,195	2,079	27,511	1,170	7,657
	Rye	56,124	254	3,528				
	Barley	43,718	17,417	2,390	477			
	Malt			34,409	4,787			
	Oats	637,718	115,530	14,642	918			
	Oatmeal	1,251	31,548	627	160			
	Peas	1,938	45	5,380	59			
	Beans	12,616	127	7,906	361			
	Indian corn	1,240	9	1,240				
	Rice . . cwt.	226,381	547	144,466	80			
1792	Flour . . cwt.	113,258	1,517	92,049	1,381	39,543	1,179	76,802
	Wheat	17,515	2,686	245,208	5,774			
	Rye	13,026		16,151				
	Barley	87,916	30,611	25,109	2,410			
	Malt			18,360	1,661			
	Oats	810,575	124,332	22,460	1,480			
	Oatmeal	3,317	25,693	515	76			
	Peas	4,801	1	5,562	67			
	Beans	38,452		11,593	63			
	Indian corn	5,678						
1793	Rice . . cwt.	231,864	2,161	174,774	184	46,140	1,572	7,415
	Flour . . cwt.	7,757		192,987	2,608			
	Wheat	422,491	6,859	44,865				
	Rye	55,590	4	512				
	Barley	117,439	29,730	1,499	14			
	Malt			1,816	117			
	Oats	587,042	112,416	15,851	385			
	Oatmeal	2,352	6,711	871	60			
	Peas	15,848	2,706	4,509	73			
	Beans	29,270	450	9,724	47			
	Indian corn	2						
	Rice . . cwt.	193,560	120	96,173				
	Flour . . cwt.	206,175	7,493	121,599	654			

1794	Wheat	304,482	20,156	114,825	1,447	£30,933	£982	...	£5,796
	Rye	24,471	1	1,920					
	Barley	122,102	6,467	2,696	127				
	Malt			3,525	2,917				
	Oats	772,330	73,692	12,350	1,038				
	Oatmeal	972	5,689	915	133				
	Peas	40,071	298	3,241	39				
	Beans	89,900	344	7,229	291				
	Indian corn	1,600		1,448					
	Rice	86,548	29	79,337					
1795	Flour	11,415	14	134,352	1,361	1,984	152	...	25
	Rye meal	3,705							
	Wheat	276,183	11,747	677					
	Rye	11,507		115					
	Barley	17,871	200	1,715	73				
	Malt			4,627					
	Oats	418,000	22,128	4,539	880				
	Oatmeal	5,133	2,445	485	84				
	Peas	20,189	74	1,258	57				
	Beans	15,808		2,957	278				
1796	Indian corn	20,586		465		107	£573,418	
	Rice	144,859	642	25,757	52				
	Flour	89,754	767	62,813	754				
	Rye meal	37,595		487					
	Wheat	765,632	54,729	677					
	Rye	159,209	1,373	122					
	Barley	37,802	2,232	6,909	171				
	Malt			5,928	1				
	Oats	654,180	86,168	9,739	333				
	Oatmeal	7,552	16,422	585	188				
1797	Peas	30,607	2,104	2,062	50	8,741	16	28,565	63
	Beans	33,753	1,453	8,558	55				
	Indian corn	22,410		3,289					
	Rice	406,463	585	76,494	198				
	Flour	203,620	246	83,314	694				
	Rye meal	11,611							
	Indian meal	20,650	2						
	Wheat	401,020	55,884	23,076					
	Rye	8,251	7	108					
	Barley	52,829	11,368	5,201	18				
1798	Malt			7,846	24	60,245	11	455	496
	Oats	479,834	83,910	17,920	1,149				
	Oatmeal	1,753	16,074	896	229				
	Peas	16,475	1,343	2,764	71				
	Beans	17,146	248	8,195	291				
	Indian corn	108		6,419					
	Rice	116,395	1,846	69,730					
	Flour	16,988	38	105,785	4,287				
	Rye meal			1,400					
	Indian meal	14							
	Wheat	364,577	30,830	20,956	1,181				
	Rye	6,925		680					
	Barley	92,593	23,892	2,834	22				
	Malt			8,524	3,696				
	Oats	654,919	67,116	22,269	1,331				
	Oatmeal	6,519	13,894	1,213	224				
	Peas	21,118	565	3,397	19				
	Beans	11,679	658	15,840	246				
	Indian corn	15	6	579					
	Rice	200,814	2,633	72,109	1,423				
	Flour	4,548	50	123,970	2,786				

1799	Wheat	397,038	48,006	16,959				
	Rye	22,045	5	40				
	Barley	17,986	1,552	1,929	22,072			
	Malt			9,461	7,024			
	Oats	446,795	48,295	16,263	1,369			
	Oatmeal	4,933	8,600	1,382	265	£17,835	£ 0	£16
	Peas	8,715	35	2,254	57			
	Beans	4,800		9,113	395			
	Indian corn	2		500				
	Rice . . . cwt.	92,019	1,551	44,626				
	Flour . . . cwt.	63,480	2	75,180	3,228			
	Rye meal . . cwt.	2,650		396				
	Wheat	1,049,521	125,133	6,096	1,775	936	. . .	44,837
1800	Rye	137,774	939	37				
	Barley	122,898	8,078	3,375	18			
	Malt			2,414	1			
	Oats	483,012	60,230	8,706	800			
	Oatmeal	350	338	904	83			
	Peas	23,463	3,333	1,813	8			
	Beans	15,131	660	7,037	108			
	Indian corn	5,246	3,190					
	Rice cwt.	304,914	10,736	6,362	60			
	Flour . . . cwt.	286,477	28,055	48,426	1,089			
	Rye meal . cwt.	21,597	428	1,448				
	Indian meal cwt.	382	9,088					

There were built and registered in the several ports of the British dominions, in the course of this year,

965 vessels measuring 126,268 tons.

The net revenue of the customs, paid into the exchequer in the course of this year, was

from the custom-house in London	£6,432,197	18	10
from the custom-house in Edinburgh	331,100	0	0
the West-India duty of four and a half per cent	36,457	14	9

Total net revenue of the customs of Great Britain £6,799,755 13 7

There were coined at the mint, in the course of this year,
4,065 pounds of gold, (almost all in pieces of 7*s*) value £189,937 2 6
and no silver.

According to an account made up at the bank of England, the average amount of the bank notes in circulation, during each quarter of this year, was as follows.

	Notes of £5 and upwards.	Notes of £2 and £1.
from 25 th December to 25 th March	£13,433,420	£1,686,640
25 th March . . . 25 th June	13,490,720	1,722,800
25 th June . . . 25 th September	13,374,870	1,855,540
25 th September . 6 th December	13,388,670	2,062,300

The following is an Account of the number of vessels with their tonnage and men, including their repeated voyages, which entered inward, and cleared outward, in the ports of Great Britain, during the year 1800.

ENGLAND.													SCOTLAND.														
Inward.						Outward.							Countries, &c. from and to.		Inward.						Outward.						
British.			Foreign.			British.			Foreign.						British.			Foreign.			British.			Foreign.			
	Tonn.	Value.	Tonn.	Tonn.	Value.	Tonn.	Tonn.	Value.	Tonn.	Tonn.	Value.	Tonn.	Tonn.	Value.	Tonn.	Tonn.	Value.	Tonn.	Tonn.	Value.	Tonn.	Tonn.	Value.				
14	13,611	1,129	662	145,404	8,154	202	45,891	2,505	802	115,095	7,032	Denmark & Norway	30	3,085	204	20	13,395	1,840	81	9,475	510	113	14,218	894			
15	117,840	5,287	47	11,520	510	512	23,040	6,018	125	21,818	1,125	Russia	132	18,252	1,030	99	11,871	672				
16	1,074	58	...	375	...	6	1,001	...	1	84	...	Livonia	7	484	31	12	7,707	66				
17	37,668	1,119	8	1,569	21,111	981	4	1,048	59	Sweden	25	3,210	222	18	3,114	130	24	2,314	136	6	1,073	59			
18	5,679	283	47	4,127	211	30	5,524	274	9	1,644	83	Poland	57	3,242	178	32	3,215	175				
19	82,501	3,341	1,200	15,771	6,888	202	47,461	1,664	13	8,701	7,201	Prussia	108	25,410	1,265	71	7,025	355	68	10,754	57	55	5,024	281			
20	2,072	119	...	1,244	2,630	137	31	8,637	417	Danish	0	430	32	5	310				
21	14,752	812	277	10,999	1,613	239	3,297	1,815	262	37,735	1,814	Germany	10	1,889	914	22	2,771	138	127	13,918	747	7	707	36			
22	4,003	247	...	12,360	...	42	67	14	30	17,321	91	Bremen	2	288				
23	13,891	1,594	151	21,795	1,155	223	35,596	1,902	136	29,242	1,248	Hamburg	24	1,606	102	1	54	5	...	...	...	...	
24	797	44	794	51,513	3,015	301	21,536	1,426	Holland	74	6,402	302	12	1,010	94			
25	6,025	...	0	41	4,178	275	Flanders				
26	943	48	241	20,929	1,513	...	534	208	208	10,521	1,292	Portugal	7	754	52				
27	55,013	1,097	774	8,219	453	192	30,009	1,569	120	23,413	1,577	Portugal & Madeira	23	3,109	176	...	...	...	...	...	...	...
28	124	30	...	809	...	51	1,624	121	10	1,374	75	Azores	...	...	...	2	246	18	...	...	...	...	
29	...	...	96	24,230	1,855	5	1,581	134	52	14,612	807	Spain	...	...	...	...	...	...	...	...	...	...
30	3,914	207	...	3,678	232	...	...	...	4	810	43	Canaries	...	...	...	...	...	...	...	...	...	...
31	5,112	297	31	4,709	317	10	2,013	123	Spirits and Gibraltar	2	181	16				
32	4,024	415	8	1,716	115	46	7,205	826	19	3,059	184	Italy	...	2	201	15	3	388	22	216	11				
33	4,705	264	8	1,496	87	10	2,452	171	5	759	59	Leporho	...	...	...	...	...	...	...	...	...	...
34	205	10	1	136	16	0	1,127	68	5	813	54	Naples	...	...	...	...	...	...	...	...	...	...
35	3,234	183	141	2,691	174	3	710	98	2	389	30	Sicily	...	...	...	...	...	...	...	...	...	...
36	1,164	101	0	1,388	119	0	813	50	6	1,001	69	Venice	...	...	...	...	...	...	...	...	...	...
37	4,432	207	5	1,145	110	0	2,150	140	...	...	...	Turkey	...	...	...	...	...	...	...	...	...	...
38	42,967	1,407	37	7,740	421	571	496,398	20,178	3	157	13	Ireland	1,121	65,954	4,950	2	226	10	1,446	87,024	6,736	1	68	4			
39	2,102	101	61	Man	14	90				
40	10,102	181	...	...	...	...	...	...	...	...	...	Greenway, &c.	...	13	1,376	72	...	...	...	...	...	...
41	2,437	151	1	1,306	89	588	28,053	2,070	2	270	13	Gunnely	...	10	2,651	378	10	2,656	379				
42	15,611	214	...	...	...	...	51	157	30,50	...	...	Southern fishery	...	...	...	...	...	...	...	...	...	...
43	4,267	545	34	3,882	012	United States	...	3	6,351	466	47	9,069	508	25	5,072	457	37	7,120	307		
44	10,893	183	501	114,410	6,236	37	6,508	700	...	105	10,547	British colonies	...	45	8,407	476	1	219	17	50	8,739	608			
45	707	87	...	...	...	243	381	414	...	...	...	Hudson's bay	...	...	...	...	...	...	...	...	...	...
46	2	...	...	...	...	4	881	113	...	...	...	Honduras	...	...	...	...	...	...	...	...	...	...
47	5	692	35	1	108	8	3	813	67	...	...	Florida	...	...	...	...	...	...	...	...	...	...
48	...	...	2	319	316	...	...	...	2	579	46	Florida	...	...	...	...	...	...	...	...	...	...
49	148,302	6,108	...	...	...	407	126,884	8,524	...	...	...	North sound	...	...	...	...	...	...	...	...	...	...
50	4,024	403	7	1,091	60	199	51,764	4,093	1	105	20	British	...	65	14,123	1,058	66	14,021	1,406				
51	24,105	4,034	Conquered	...	2	4,569	367	21	3,852	498				
52	5,135	507	...	...	...	...	...	...	...	...	...	Foreign	...	...	...	...	...	...	...	...	...	...
53	39,093	5,889	2	1,018	115	3	40,294	5,604	0	1,090	102	New Holland	...	...	...	...	...	...	...	...	...	...
54	1,124	160	...	...	...	158	38,999	5,211	2	431	40	Africa	...	...	...	...	...	...	...	...	...	...
55	407	24	3	317	21	1	133	...	...	...	...	Barbary	...	...	...	...	...	...	...	...	...	...
56	620	46	...	...	...	10	2,240	209	2	433	33	Cape Verde	...	...	...	...	...	...	...	...	...	...
57	...	...	...	...	...	...	...	...	...	...	...	Cape of Good Hope	...	...	...	...	...	...	...	...	...	...
58	1,205,507	1,207,6	5,010,704,167	17,803	0,727,120,612,388,112	4,058,511,713	5,033	1,025,174,240,125	1,502,58,536	3,367	6,591	17,544,411,148	153	10,178	1,721				

The following is an Account of the number of vessels, with their tonnage and the men usually employed in navigating them, which belonged to the several parts of the British empire in Europe and America on the 30th of September 1800, arranged so as to give a comparative view of the tonnage of every port in each of the three British kingdoms.

ENGLAND.				SCOTLAND.				COLONIES.						
<i>Famls.</i>	<i>Tons.</i>	<i>Mos.</i>	<i>Famls.</i>	<i>Tons.</i>	<i>Mos.</i>	<i>Famls.</i>	<i>Tons.</i>	<i>Mos.</i>	<i>Famls.</i>	<i>Tons.</i>	<i>Mos.</i>			
1,891	30,476	37,046	Lyons	21	1,733	81	Greenock	377	35,057	3,604	Canada { Quebec	471	10,815	187
850	60,366	13,356	Preston	23	1,630	71	Aberdeen	27	2,423	28	New Carlisle	48	1,237	100
			Penzance	27	1,318	121	Leith	134	13,894	890	Nova Scotia { Halifax	331	18,079	1,424
2,660	568,262	14,402	Weymouth	22	1,257	108	Kirkcaldy	97	11,748	690	Shelburne	18	3,850	531
	181,023	12,609	Truro	12	1,215	66	Port-Glasgow	109	10,052	765	New Brunswick	118	14,515	1,101
632	140,053	7,034	Newhaven	20	1,157	77	Belfast	134	8,741	641	Newfoundland, S. John's	67	3,948	358
750	75,319	3,400	Alburgh	20	1,177	117	Montrose	112	6,555	500	Cape Breton, Sydney	163	4,707	400
011	98,531	4,223	Milnehead	24	1,125	78	Alloa	100	6,242	378	S. John's, or Prince Edward's Island	41	1,108	12
3	10,054	3,424	Cardiff	29	1,068	68	Iron	58	5,793	157	Bermuda, S. George's	144	10,422	1,424
227	36,898	2,014	Cardiff	10	1,004	68	Rosary	62	5,404	393	New Providence	263	15,415	1,110
373	33,957	2,482	Shoreham	30	902	101	Campbelltown	75	3,466	618	Bahamas	6	435	40
160	20,140	1,074	Penryn	6	339	18	Ayr	43	3,250	217	Exuma	2	38	10
304	18,978	1,041	Silby	10	261	26	Stranraer	31	2,429	199	Kingston	520	48,132	2,902
118	16,941	1,008	Gweek	14	230	30	Inverness	42	2,143	177	Montego Bay	43	2,873	210
234	15,890	3,153	Total	12,198	1,466,632	105,037	Antenruther	40	2,128	167	Port-Antonio	8	605	300
232	14,800	1,039				Stormy	50	1,759	204	S. Lucia	4	28	10	
304	13,799	1,034				Stranraer	158	1,638	157	Savanna-la-Mar	2	38	60	
124	12,888	951				Dunbar	10	1,584	162	Tortola	76	6,417	521	
119	12,039	709				Kirkcaldy	45	1,514	162	S. Christopher's { Base-terre	51	4,919	309	
148	12,372	773				Wigton	34	1,195	67	Sandy point	7	618	37	
293	12,041	1,048				Dunfermline	90	1,169	99	Nevis	38	1,430	58	
123	10,730	804				Thurso	17	1,015	76	Antigua { S. John's	211	12,503	780	
153	10,375	851				Kirkwall	15	923	80	Parham (none)	12	1,368	70	
212	7,995	904				Dan	16	904	79	Montserrat	55	3,172	371	
122	7,045	654				Isle-Martin	10	340	34	S. Vincents, Kingston	55	2,273	314	
122	6,389	410				Fort-William	7	245	22	Grenada { S. George's	160	10,117	750	
105	6,668	451				Port-Patrick	4	174	21	Grenville (none)	52	6,057	310	
62	4	668				Toburny	2	124	2	Holston	10	1,000	100	
178	5,525	421				Presatopans	3	102	15	Barbados { three other ports (none)	12	1,368	70	
38	5,486	272				Total	2,155	10,511	1,383	Martinique { S. Pierre	201	15,582	1,562	
01	5,309	358								S. Lucia, Castries	15	281	61	
71	5,269	340								Tobago, Scarborough	10	2,161	145	
27	5,116	307								Demarary, St. George's	18	1,493	148	
268	4,888	580								Surinam, Paramaribo	11	1,112	75	
41	4,798	290								Total	2,161	157,364	12,047	
150	4,765	285												
40	4,659	250												
70	4,610	407												
11	4,412	231												
87	4,110	410												
31	3,773	318												
41	3,308	201												
48	3,270	343												
40	2,940	228												
75	3,167	265												
52	3,078	215												
11	2,904	104												
75	2,851	221												
74	2,687	221												
40	2,670	170												
26	2,606	163												
30	2,331	149												
48	2,162	127												
34	2,084	367												
14	1,901	125												
20	2,044	143												
28	1,895	108												
28	1,870	115												
33	1,841	120												
20	1,734	113												

ENGLAND.				SCOTLAND.				COLONIES.						
<i>Famls.</i>	<i>Tons.</i>	<i>Mos.</i>	<i>Famls.</i>	<i>Tons.</i>	<i>Mos.</i>	<i>Famls.</i>	<i>Tons.</i>	<i>Mos.</i>	<i>Famls.</i>	<i>Tons.</i>	<i>Mos.</i>			
1,891	30,476	37,046	Lyons	21	1,733	81	Greenock	377	35,057	3,604	Canada { Quebec	471	10,815	187
850	60,366	13,356	Preston	23	1,630	71	Aberdeen	27	2,423	28	New Carlisle	48	1,237	100
			Penzance	27	1,318	121	Leith	134	13,894	890	Nova Scotia { Halifax	331	18,079	1,424
2,660	568,262	14,402	Weymouth	22	1,257	108	Kirkcaldy	97	11,748	690	Shelburne	18	3,850	531
	181,023	12,609	Truro	12	1,215	66	Port-Glasgow	109	10,052	765	New Brunswick	118	14,515	1,101
632	140,053	7,034	Newhaven	20	1,157	77	Belfast	134	8,741	641	Newfoundland, S. John's	67	3,948	358
750	75,319	3,400	Alburgh	20	1,177	117	Montrose	112	6,555	500	Cape Breton, Sydney	163	4,707	400
011	98,531	4,223	Milnehead	24	1,125	78	Alloa	100	6,242	378	S. John's, or Prince Edward's Island	41	1,108	12
3	10,054	3,424	Cardiff	29	1,068	68	Iron	58	5,793	157	Bermuda, S. George's	144	10,422	1,424
227	36,898	2,014	Cardiff	10	1,004	68	Rosary	62	5,404	393	New Providence	263	15,415	1,110
373	33,957	2,482	Shoreham	30	902	101	Campbelltown	75	3,466	618	Bahamas	6	435	40
160	20,140	1,074	Penryn	6	339	18	Ayr	43	3,250	217	Exuma	2	38	10
304	18,978	1,041	Silby	10	261	26	Stranraer	31	2,429	199	Kingston	520	48,132	2,902
118	16,941	1,008	Gweek	14	230	30	Inverness	42	2,143	177	Montego Bay	43	2,873	210
234	15,890	3,153	Total	12,198	1,466,632	105,037	Antenruther	40	2,128	167	Port-Antonio	8	605	300
232	14,800	1,039				Stormy	50	1,759	204	S. Lucia	4	28	10	
304	13,799	1,034				Stranraer	158	1,638	157	Savanna-la-Mar	2	38	60	
124	12,888	951				Dunbar	10	1,584	162	Tortola	76	6,417	521	
119	12,039	709				Kirkcaldy	45	1,514	162	S. Christopher's { Base-terre	51	4,919	309	
148	12,372	773				Wigton	34	1,195	67	Sandy point	7	618	37	
293	12,041	1,048				Dunfermline	90	1,169	99	Nevis	38	1,430	58	
123	10,730	804				Thurso	17	1,015	76	Antigua { S. John's	211	12,503	780	
153	10,375	851				Kirkwall	15	923	80	Parham (none)	12	1,368	70	
212	7,995	904				Dan	16	904	79	Montserrat	55	3,172	371	
122	7,045	654				Isle-Martin	10	340	34	S. Vincents, Kingston	55	2,273	314	
122	6,389	410				Fort-William	7	245	22	Grenada { S. George's	160	10,117	750	
105	6,668	451				Port-Patrick	4	174	21	Grenville (none)	52	6,057	310	
62	4	668				Toburny	2	124	2	Holston	10	1,000	100	
178	5,525	421				Presatopans	3	102	15	Barbados { three other ports (none)	12	1,368	70	
38	5,486	272				Total	2,155	10,511	1,383	Martinique { S. Pierre	201	15,582	1,562	
01	5,309	358								S. Lucia, Castries	15	281	61	
71	5,269	340								Tobago, Scarborough	10	2,161	145	
27	5,116	307								Demarary, St. George's	18	1,493	148	
268	4,888	580								Surinam, Paramaribo	11	1,112	75	
41	4,798	290								Total	2,161	157,364	12,047	
150	4,765	285												
40	4,659	250												
70	4,610	407												
11	4,412	231												
87	4,110	410												
31	3,773	318												
41	3,308	201												
48	3,270	343												
40	2,940	228												
75	3,167	265												
52	3,078	215												
11	2,904	104												
75	2,851	221												
74	2,687	221												
40	2,670	170												
26	2,606	163												
30	2,331	149												
48	2,162	127												
34	2,084	367												
14	1,901	125												
20	2,044	143												
28	1,895	108												

The official value of the imports and exports of Great Britain during the year 1800 was as follows.

Countries, &c.	Imported into	Exported from			
		ENGLAND.		SCOTLAND.	
	ENGLAND.	SCOTLAND.	British Merchandise.	Foreign Merchandise.	Total.
Denmark	£103,707 13 0	£12,704 10 10	£123,410 12 8	£13,422 10 7	£136,832 10 7
Russia	1,000,000 1 7	39,800 10 5	538,450 10 5	463,470 9 3	1,001,920 19 8
Sweden	275,507 1 0	33,082 10 10	29,102 10 5	4,070 9 11	78,514 15 4
Ireland	370,210 13 4	25,822 0 0	17,612 0 9	30,699 9 9	47,711 10 0
Prussia	1,211,021 1 0	129,883 8 7	203,599 8 3	4,550 18 11	7,000 7 2
Germany	31,940 7 5	10,279 7 5	3,850,004 2 2	8,152,178 18 0	12,010,572 10 2
Holland	892,188 7 0	170,4 10 10	10,319 18 11	3,140,215 10 4	3,108,753 9 3
Landers	31,050 14 1	...	40,115 17 7	708,410 15 10	808,626 13 5
France	110,230 3 0	103 12 0	130,055 0 7	1,194,741 0 8	1,324,796 13 3
Portugal	892,247 1 0	51,604 10 10	899,007 15 3	108,128 5 11	1,007,135 7 2
Madagascar	10,410 13 0	...	17,011 1 11	16,018 13 8	17,002 15 7
Spain	652,770 6 0	2,882 11 3	...	3,382 10 4	3,382 10 4
Cannaries	48,530 18 9	...	...	...	...
Strait	2,040 2 0	...	...	...	...
Gibraltar	32,725 15 3	...	220,344 13 4	63,037 6 7	282,282 1 11
Italy	335,102 10 0	2,544 11 11	423,241 8 4	127,055 13 1	550,296 13 1
Venice	51,028 2 0	...	9,601 12 7	8,169 19 11	17,768 11 8
Minorca	13,500 19 1	...	7,770 11 11	3,470 2 1	12,240 14 0
Malta	...	...	...	...	...
Turkey	100,773 9 10	...	111,000 0 10	53,708 0 5	165,808 1 3
Ireland	2,011,137 15 8	281,090 14 5	1,599,244 10 6	1,748,107 4 4	3,347,352 3 10
Manx	36,504 0 0	605 17 7	20,020 0 0	21,143 9 2	48,464 18 2
Guernsey, &c.	221,348 4 10	13,450 3 7	163,795 11 2	41,224 5 3	207,019 10 5
Greenland	109,121 10 10	19,123 13 2	791 0 0	791 0 0	1,010,400 10 0
New England	221,308 10 10	...	915,040 14 9	17,000 0 0	932,040 14 9
New York	474,005 10 0	97,475 4 0	1,511,880 4 4	57,841 11 2	1,569,721 15 0
Pennsylvania	211,754 2 10	2,718 8 2	995,048 4 7	31,918 17 7	1,027,007 1 7
Maryland	189,800 13 10	9,120 3 8	1,332,988 17 11	20,542 13 9	1,353,530 11 8
Virginia	290,410 4 11	44,340 3 0	63,640 1 0	17,850 17 7	81,490 10 0
North Carolina	32,552 2 0	8 5 0	10,772 18 7	411 2 0	20,187 0 7
South Carolina	489,071 10 8	81,042 18 11	64,741 0 3	31,241 2 10	97,982 3 1
Georgia	138,470 14 0	31,797 7 5	149,118 2 2	2,807 14 9	152,084 12 11
Hudson's Bay	38,403 8 8	...	30,221 9 3	1,837 11 0	38,058 9 9
Newfoundland	65,470 8 11	8,638 2 0	110,587 1 8	85,500 2 10	196,107 4 0
Canada	205,557 14 1	23,800 10 10	369,069 10 9	64,901 1 7	434,970 18 4
New Brunswick	12,757 7 10	3,057 12 3	61,160 9 8	8,478 11 4	69,639 1 0
Nova Scotia	21,220 14 0	7,892 10 11	142,109 1 0	17,117 10 4	159,226 11 10
Bermuda	14,760 10 2	...	35,283 4 11	1,702 10 5	37,005 1 4
Bahama	142,101 10 3	7,884 0 10	27,120 18 1	34,570 4 10	61,690 22 11
Antigua	221,087 13 0	10,111 17 10	72,092 9 6	7,599 1 10	80,108 11 4
Barbados	280,740 18 1	9,737 4 9	200,477 12 0	30,910 15 4	240,444 7 10
Dominica	288,112 18 0	...	37,599 7 3	4,201 13 0	41,801 9 9
Grenada	207,034 10 0	47,019 19 3	75,138 8 11	...	75,138 8 11
Jamaica	3,012,501 3 3	339,042 8 8	1,091,240 15 9	210,070 0 3	1,301,310 2 0
Montserrat	70,705 5 0	...	40,405 10 2	1,463 4 10	41,868 1 0
Nevis	67,151 18 0	3,067 9 3	12,700 2 7	603 8 0	13,303 3 7
S. Christophers	201,300 11 0	22,150 0 3	51,888 5 1	5,571 13 7	57,459 18 11
S. Vincent	217,880 8 11	24,382 10 4	74,354 6 11	7,040 9 4	81,394 10 5
Tortola	28,900 10 2	17,205 18 2	86,110 10 5	5,707 0 3	91,817 10 5
Demarary	1,054,055 13 3	72,826 11 3	325,420 4 11	34,934 10 7	360,354 15 0
Martinique	615,690 11 0	797 18 9	200,008 17 8	79,613 6 11	279,622 4 7
S. Lucia	54,377 2 0	...	9,427 10 2	1,211 0 0	10,638 16 4
Surinam	530,015 8 0	...	81,013 3 0	22,713 13 1	104,330 16 4
Tobago	135,519 9 4	46,044 7 3	38,776 19 6	1,708 10 10	40,485 16 0
Trinidad	140,798 2 11	33,872 8 6	89,903 17 10	6,438 5 2	96,341 3 0
Buenos Ayres	1,873 10 10	...	...	...	...
Ciudad	...	410 2 1	...	...	...
Cuba	7,768 7 0	4,423 3 0	...	...	...
S. Bartholomew	50,721 11 7	...	1,154 8 9	...	1,154 8 9
S. Croix	3,032 9 0	...	...	...	...
S. Domingo	4,838 3 0	...	...	...	...
S. Martin	217 10 0	...	...	...	...
S. Thomas	223,309 13 7	8,487 18 1	11,456 2 4	7,597 6 8	19,053 0 0
Yucatan	...	...	2,492 16 8	220 17 0	3,711 13 8
Bay of Honduras	10,135 11 4	6,642 3 7	1,870 10 1	430 12 8	2,301 2 9
Florida	10,110 14 2	...	24,712 7 9	4,153 10 0	28,866 3 9
Southern Isbary	89,198 0 9	...	...	259 0 10	259 0 10
Nootka Sound	...	...	36,853 9 5	644 8 11	37,497 18 4
Asia	4,012,241 4 0	...	2,694,242 1 11	140,821 10 0	2,835,063 0 0
New Holland	34 6 3	...	24,017 17 11	1,120 7 0	25,358 4 11
Africa	82,280 8 0	...	521,023 17 11	405,442 11 0	1,017,305 11 8
Serra Leona	...	...	7,332 17 9	5,882 10 10	13,215 17 7
Cape of Good Hope	14,274 10 0	...	60,340 4 0	8,735 16 11	69,076 0 11
Prize goods	654,098 6 5	...	...	...	...
Total	24,357,814 11 8	2,212,790 11 8	24,455,560 10 4	18,350,189 7 6	40,805,749 17 10

Summary.

Imports of	England	Scotland	Exports of	England	Scotland
	£28,357,814 14 8	£2,212,790 11 8		£24,455,560 10 4	£18,350,189 7 6
Total	£30,570,605 6 4	...	Total	£42,805,749 17 10	£40,805,749 17 10

The following are the proportions of the commerce of England in London and the out-ports.

Imports.	Exports.
British Merchandise.	Foreign Merchandise.
London	£18,349,172 2 10
Out-ports	£6,106,412 11 10

London thus appears to have near two thirds of the commerce of all England, and considerably above one half of the whole commerce of Great Britain. Such are the powerful effects of the residence of government, and the monopolies of the chartered companies, together with the commanding capital property, and co-operating with, those causes.

The real marketable value of the imports and exports of Great Britain, as stated by Mr. Irving, the inspector-general.

Imports from Asia	£9,827,278 0 0	Exports of British Merchandise	£39,471,203 0 0
and from all other countries	45,573,118 5 0	and of foreign Merchandise	10,559,000 13 0
Total	£55,400,396 5 0	Total	£50,030,203 13 0

N. B. The excess of the official, beyond the marketable, value of foreign merchandize exported, in this and several preceding years, is chiefly owing to an old established error in rating coffee for exportation very much above its real value.

A. D. 1800.

value of the imports and exports of Great Britain during the year 1800 was as follows.

Imported into				Exported from												
SCOTLAND.				ENGLAND.			SCOTLAND.									
				British merchandize.	Foreign merchandize.	Total.	British merchandize.	Foreign merchandize.	Total.							
10	£47,794	10	10	£173,149	12	8	£524,822	10	7	£13,554	4	8	£2,321	5	6	£15,875
7	391,803	10	5	548,450	19	5	465,276	9	10	1,013,733	9	3	8,917	6	6	11,001
0	33,682	16	10	29,302	10	5	49,079	4	11	78,381	15	4	458	18	0	458
3	22,822	0	6	17,642	6	9	30,099	9	9	47,741	16	6	160	6	6	160
9	129,683	8	7	203,526	8	3	492,529	18	11	786,056	7	2	3,659	7	1	4,736
0	169,270	7	5	3,858,093	2	2	8,152,478	18	0	12,010,572	0	2	506,027	6	3	147,002
6	170,461	16	10	19,519	18	11	3,149,215	10	4	3,168,735	9	3	894	17	5	38,983
1	..	..	..	40,415	17	7	708,410	15	10	808,826	13	5	..	..	..	..
9	195	12	1	130,685	6	7	1,194,734	6	8	1,325,419	13	3	..	..	..	..
6	54,504	6	10	899,007	15	3	108,428	8	11	1,008,030	4	2	3,828	4	8	28
6	..	..	..	171,044	1	11	16,048	13	8	187,092	15	7	38	5	0	..
0	2,882	11	3	..	..	..	3,382	16	4	3,382	16	4	..	..	..	..
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2	..	..	..	226,344	13	4	65,937	8	7	292,282	1	11	2,275	18	10	..
3	..	..	..	423,241	8	4	127,675	4	9	550,916	13	1	16,775	16	4	1,039
9	2,544	11	11	9,601	12	7	8,196	19	1	17,798	11	8	..	..	..	..
3	..	..	..	7,776	11	11	4,470	2	1	12,246	14	0	..	..	..	..
1	..	..	..	28	6	8	..	..	..	28	6	8	..	..	..	..
0	..	..	..	111,096	0	10	55,708	0	5	166,804	1	3	..	..	..	..
8	281,666	14	5	1,590,244	19	6	1,748,107	4	4	3,338,352	3	10	197,721	11	3	205,426
8	605	17	4	26,926	9	0	21,143	9	2	48,069	18	2	51	7	0	5,935
0	13,459	3	7	165,795	11	2	41,224	5	3	207,019	16	5	3,158	12	0	94
0	19,183	13	2	..	..	..	761	2	0	761	2	0	..	..	..	..
2	4,820	7	0	915,949	14	9	17,686	0	0	933,635	14	9	23,620	17	0	439
6	97,375	4	0	1,511,880	4	4	57,832	11	2	1,569,712	15	6	323,634	13	1	5,231
6	2,748	8	2	995,648	4	7	31,918	17	0	1,027,567	1	7	5,651	14	3	..
9	6,129	3	8	1,332,988	17	11	20,542	13	9	1,353,531	11	8	..	..	..	..
1	44,349	3	0	633,643	1	6	17,856	17	7	651,499	19	1	12,373	1	7	954
3	8	5	0	19,772	18	7	414	2	0	20,187	0	7	398	14	5	..
3	81,042	18	11	644,743	0	3	31,244	2	10	675,987	3	1	109,924	9	7	7,635
5	31,797	7	5	149,213	18	2	2,867	14	9	152,081	12	11	10,024	9	9	1,415
1	..	..	..	36,223	9	3	1,837	11	6	38,061	0	9	..	..	..	..
1	8,658	2	0	110,587	1	8	85,580	2	10	196,167	4	6	15,571	5	2	7,719
4	25,836	19	10	369,668	16	9	62,301	1	7	431,969	18	4	16,325	2	7	11,860
0	3,957	12	3	61,160	9	8	8,478	11	4	69,639	1	0	9,773	13	8	1,818
5	7,862	10	11	142,109	1	6	17,117	10	4	159,226	11	10	13,987	9	8	3,869
7	..	..	..	35,233	4	11	1,792	16	5	37,026	1	4	..	..	..	..
3	7,884	0	10	271,820	18	1	33,379	4	10	305,200	2	11	113,904	19	4	4,326
3	10,111	17	10	72,662	9	6	7,506	1	10	80,168	11	4	17,916	1	6	2,258
0	9,737	4	9	200,477	12	6	39,916	15	4	240,394	7	10	3,585	6	0	1,714
3	..	..	..	37,569	7	3	4,261	13	6	41,831	0	9	..	..	..	..
5	47,918	19	3	75,158	12	8	10,861	9	3	86,020	1	11	39,936	17	4	10,892
5	239,642	8	8	1,691,249	15	9	210,079	6	3	1,901,329	2	0	191,328	10	2	12,256
3	..	..	..	40,405	16	2	1,463	4	10	41,869	1	0	..	..	..	..
4	3,607	9	3	12,790	2	7	693	0	8	13,483	3	3	..	..	..	..
4	22,150	0	5	51,888	5	4	5,571	13	7	57,459	18	11	9,744	12	0	536
2	24,582	16	4	73,252	6	11	7,649	2	5	80,901	9	4	10,181	5	3	1,062
2	17,295	18	2	86,416	10	5	5,707	0	3	92,123	10	8	18,668	1	4	853
3	72,825	11	3	325,420	4	11	34,934	10	7	360,354	15	6	32,414	3	1	4,508
6	797	18	9	209,008	17	8	76,613	6	11	285,622	4	7	2,431	5	10	191
3	..	..	..	9,427	16	2	1,211	0	2	10,638	16	4	..	..	..	..
1	..	..	..	81,613	3	6	22,713	13	1	104,326	16	7	..	..	..	..
1	46,944	7	3	38,776	19	6	1,708	16	10	40,485	16	4	5,826	2	8	432
1	33,972	8	6	89,903	17	10	8,458	5	2	98,362	3	0	103,978	6	5	8,124
1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1	419	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..
1	4,423	2	6	..	..	..	..	..	..	..	..	..	..	..	..	..

Having laid before the reader the official value of the cargoes imported from, and exported to, every country since the commencement of his Majesty's reign, I now propose to exhibit a specification of the chief articles of the merchandize, which actually composed the trade with each country in the year 1800, which I have extracted with considerable labour from the proper books in the custom-house*.

N. B. Under the name of each country, the first column contains the articles imported from it, and the second those exported to it, the British merchandize being printed in Roman letters, and the foreign in Italic.

DENMARK.

Oak bark; cordage; corn (an unusual article); indigo, 10,000 lbs; cotton, 34,666 lbs; hides of horses and oxen; bar iron; kelp; rock moss; some salted beef, pork, and butter; furs and peltry; tar; timber and boards of great variety of kinds.	Alum; wrought brass, copper, and iron; lead; tin; tinned plates; coals; grindstones; painters' colours; earthen ware; glass; salt; cotton goods; woolen goods of all kinds; hats; Scottish linens above bounty, 1,250 yards; tanned leather; refined sugar; melasses; train oil. <i>Drugs, indigo, logwood, and other dye-stuffs; coffee; cinnamon, and other spices; sugar; tobacco; cotton.</i>
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RUSSIA.

Pearl-ashes, pot-ashes, and weed-ashes; bristles; cordage; some corn; isinglass, rhubarb, and some other drugs; flax, and hemp; bar iron; cast iron; wrought iron, 24 tuns; linens, diaper, drilling, and sheeting; pitch, and tar; bacon; beef; tongues; bread; rags, only 28 tuns; lintseed; some skins of hares, seals, and calves; bees wax; tallow, 410,260 tuns; timber, boards, staves.	Alum; coals; slates; salt; sal ammoniac; spelter; lead; tin; earthen ware; glass; wrought iron; wrought silver; woolen, cotton, and silk, goods of all kinds; stationary; painters' colours; cotton yarn; watches; refined sugar; musical instruments; wearing apparel; horses; herrings. <i>Drugs; cochineal, indigo, fustic, logwood, and other dye-stuffs; pepper and other spices; coffee; sugar; a few Irish linens; India calicoes, muslins, &c. raw silk; beaver and other skins; some prize French wine.</i>
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SWEDEN.

Some corn and bread; flax; herrings, 313 barrels; bar and cast iron; drawn and wrought iron, 1½ tun; rock moss; pitch, and tar; timber, boards, staves, &c.	Coals; lead; tin; painters' colours; cotton, and woolen, goods; refined sugar. <i>Drugs; cochineal, indigo, and other dye-stuffs; some coffee; some pepper and other spices; sugar; rum, and other spirits; tobacco; some cotton; some East-India calicoes, &c.</i>
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POLAND.

Pearl-ashes, weed-ashes, spruce beer, 1,093 barrels; wheat, rye, barley, peas; some linen; timber, boards, staves, &c.	Iron; wrought brass; cotton goods; refined sugar. <i>Drugs; indigo and other dye-stuffs; pepper and other spices; coffee; rum; a little sugar.</i>
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* This account will be found very different from those which may be met with in some books, copied from other books, without due attention to the changes which time is continually producing

in commerce. A very good brief account for the year 1797 is given by Mr. Colquhoun in his *Treatise on the commerce of the Thames*, pp. 22, 115.

PRUSSIA.

Pearl-ashes, weed - ashes ; Alum ; wearing apparel ; beer ; wrought brass and spruce beer, 1,054 barrels ; iron ; coals ; copperas ; grindstones ; lead ; tin ; tin-wheat, barley, oats, peas, ned plates ; painters' colours ; woolen, and cotton, beans, rye ; flax ; hemp ; goods ; earthen ware ; glass ; salt ; some refined madder ; bristles ; mill-stones ; sugar ; melasses ; train oil ; some cotton yarn. *Drugs ; indigo, fustic, logwood, and other dye-stuffs ; lintseed ; some skins ; cheese ; pepper, pimento, and other spices ; coffee ; sugar ; timber, boards, staves, &c. rum ; tobacco ; oil ; India goods ; French wine.*

GERMANY.

Oak bark ; books, maps, prints, Alum ; wearing apparel ; bark ; beer ; books and pictures * ; brimstone ; 3,195 stationary ; wrought brass, copper, and iron ; silver wooden clocks ; cork ; wheat, plate, and plated ware ; lead ; pewter ; tin ; tinned barley, oats, peas, beans, rye, plates† ; salt ; coals ; earthen ware ; glass ; painters' colours ; copperas ; oil of vitriol ; sal ammoniac, and other drugs ; train oil ; whale-bone ; herrings, red and white ; cod ; oysters ; refined sugar ; melasses ; tanned leather ; wrought leather ; gloves ; succus liquoritiæ ; flax ; hemp ; haberdashery ; hats ; cotton goods to a large amount ; woolen goods ; silk goods ; cotton yarn, goats, ox, horse, hair ; human value £365,945 ; watches ; musical instruments ; cabinet ware ; coaches ; horses. hair, 2,378 lbs ; hides ; hops ; *Mother of pearl ; walking canes ; aloes, rhubarb, chip, and straw, hats ; linens, cambrics, canvas, lawns, holland, tabling, &c ; rags, 3,002 tuns ; some paper ; waste paper to be remanufactured ; butter and cheese ; beef ; pork ; tongues ; potatoes ; goose quills ; seeds ; silk, raw, thrown, and waste ; wool, Spanish, &c. ; bees wax ; calf, bear, coney, goat, sheep, and seal, skins ; brandy, geneva, and other spirits ; starch ; Rhenish, Tokay, French, and Spanish, wines ; cotton ; linen yarn, above 3,000,000 lbs ; piece goods ; a few Irish linens. timber, boards, &c.*

It is to be observed that much of the commerce of Germany is for account of the nations involved in the war.

HOLLAND.

Oak bark ; books, maps, drawings, paintings, prints ; corn ; juniper berries ; flax, woolen goods ; refined sugar ; train oil, hemp ; madder ; flower roots and trees, an article formerly imported from Holland. value £1,074 ; a few linens ; butter ; cheese ; bacon ; potatoes ; seeds ; geneva ; rags, 61,000 tuns. *Foreign merchandize ; nearly the same as to Germany, but less than half the quantities.*

* Books, maps, pictures, &c. also come from the other countries of Europe, but in smaller quantities.

† Tinned plates, now an article of export to every country, were imported from Germany about fifty years ago.

FLANDERS.

Tanned horse, cow, and calf, hides; seeds; rags, 371 tuns.	Refined sugar; some copperas. <i>Foreign goods as to Germany, but in very small quantities.</i>
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FRANCE.

Books, &c; mill-stones; verdigris; cochineal; valonia; salt, 234 weys to Scotland; seeds; brandy; starch; tallow; rye meal; some wheat, barley, &c. bread, 150 cwt; beef; pork, and bacon; butter; tanned ox, cow, and calf, hides.	Refined sugar; a small quantity of printed cotton, and linen, goods. <i>Cassia lignea, rhubarb, and other drugs; indigo, logwood, and other dye-stuffs; cinamon; cloves, pepper, pimento, ginger, &c.; cacao; coffee; sugar; tobacco; India piece goods.</i>
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PORTUGAL.

Brimstone; cork; wheat and flour, very unusual exports from Portugal; balsam capivi, ipecacuana, gum arabic, gum senegal, and other gums and drugs; annotto, orchil, argol, cochineal, brazil wood, indigo, madder, and other dye-stuffs; 33,518,701 lemons and oranges; almonds, figs, raisins, &c; Indian and other hides of oxen, horses, &c; 6,000 dozen goat skins; other skins; Portugal wine, 19,328 tuns; Madeira, French, Spanish, wines; Spanish wool, 1,663,582 lbs; cotton.	Alum; wearing apparel; beer; some books and stationary; wrought brass, copper, and iron; 1,021 cannon; bar iron, cast iron, nails; cabinet ware; coals; lead; pewter; tin; tinned plates; copperas; painters' colours; train oil; oil of vitriol; hard soap; earthen ware; glass; refined sugar; watches; woolen, cotton, and silk, manufactures; a few linens; haberdashery; hats. <i>Barilla; brimstone; wheat 1,584 quarters; drugs; logwood, fustic, a little indigo, and other dye-stuffs; cinnamon and cloves; some undressed flax; cotton; cacao; some sugar; bar iron; drawn, and wrought, iron; tar; Irish linens, value only £4,413; a few German linens.</i>
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MADEIRA.

Wine, 494 tuns. (Much more is imported by circuitous routes.)	Woolen, silk, cotton, and linen, manufactures; hats; wrought, and cast, iron; and small quantities of most kinds of goods. <i>Undressed flax; some Irish, and a few German, linens; India piece goods; brandy.</i>
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SPAIN.

Barilla; cork; beans; some wheat; black lead; succus liquoritiæ; mahogany; shumack; grapes; raisins; 10,517,750 lemons and oranges; figs; currants; chesnuts, hazel nuts, walnuts, almonds; anise seed; oil; brandy; Spanish wine, 3,540 tuns; Spanish wool, 5,995,624 lbs.	No British merchandize. <i>Cinnamon; cacao; and nothing else.</i>
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CANARIES.

Barilla; copper; some drugs and gums; orchil; Canary wine, 47 tuns; Spanish wine, 553 tuns.	Nothing.
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STRAITS.

Currants; some drugs; some dye-stuffs.	Nothing.
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GIBRALTAR.

Barilla; brimstone; quick-silver; cochineal, indigo, and other dye-stuffs; almonds, raisins, and other fruits; oil; Portugal, Spanish, Italian, Cyprus, and Madeira, wines; Spanish wool, 33,748 lbs; cotton. Beer; wrought brass and iron; tinned plates; woollen goods; a few linens; cotton goods to a considerable amount; hats; wrought leather; stationary and some books; pilchards, and a few other fish; refined sugar; coals; cabinet ware; and all kinds of necessaries, the place itself producing nothing. *Cinnamon, cloves, pepper, and other spices; coffee; sugar; tea; butter; rum; geneva; tobacco; some German, Irish, and Russia, linens; India piece goods.*

ITALY, including VENICE.

Books, drawings, &c. barilla; brimstone; cork; cream of tartar, essence of lemons, manna, senna, succus liquoritiæ, and other drugs; juniper berries; perfumed oil; argol, galls, madder, shumack, valonia, and other dye-stuffs; anchovies; almonds, figs, prunes, nuts, &c. currants; raisins; ordinary, and sallad, oil; cheese, 439 cwt; chip, and straw, hats; bugles; silk, raw, thrown, and waste; rags, 695 tuns; lambs' skins undressed; goats' and kids' skins, raw and dressed; brandy; statues, valued at £1,368; marble; cotton. Alum*; wrought brass, iron, and silver; plated ware; woollen goods of all sorts; cotton goods to a considerable amount; a few linens; earthen ware; glass; hardware; tinned plates; pilchards, 32,881 hhds; red, and white, herrings; dry cod; tanned leather; wrought leather. *Cochineal, indigo, fustic, logwood, and other dye-stuffs; cinnamon, cloves, pepper, ginger, &c; cacao; coffee; sugar; tar, and plate, iron; India piece goods; ox guts; rum; tar; tobacco; whale-bone†.*

MINORCA.

Barilla; lemons and oranges; ordinary oil; thrown silk; cotton; wool. A few woollen goods; some herrings; some refined sugar; several other articles of less than £1,000 each in value. *Sugar; rum; geneva; some spicery.*

TURKEY.

Carpets; copper; cuculus Indiæ, tragacanth, opium, senna, and other drugs; berries, galls, madder, valonia, and other dye-stuffs; boxwood; currants, figs, raisins, and other fruits; goats' hair; mohair; goats' skins; raw silk; cotton; cotton yarn. Lead; tin; tinned plates; 170 cannon, and other wrought iron; watches; some cotton goods; woollen goods. *Cochineal, indigo, and other dye-stuffs; some cinnamon, cloves, pimento, and other spices; coffee; sugar; India piece goods.*

MALTA.

Nothing | A small quantity of beer in bottles, hitherto the only article of export.

IRELAND.

Pearl-ashes; wood-ashes; books, valued at £777; cows, oxen, horses, mules, sheep, swine; ox, cow, and horse, hides; Alum; apothecary's ware; wearing apparel; bark; beer; books, and stationary; wrought brass and wire; wrought copper; cabinet ware; horses; coals, value about £360,000, mostly from Scotland; red, and white, lead, and other painters' colours, oil, varnish, &c; copperas; cordage; woollen, cotton, and silk, manufactures of all kinds; hats, mostly felt; haber-

* In the middle ages Genoa supplied all Europe with alum. See *V. i.*, pp. 637, 667.

† What would the merchants of Italy in the middle ages have said to any person who would have ventured to predict, that a country, which

they knew good for nothing but feeding sheep and cattle, and furnishing wool, hides, lead, and tin, should ever supply them with Oriental produce and manufactures, and many other comforts and luxuries of life.

calf, and goat, skins; dashery; lace; a few Pasley goods; cotton yarn; tanned
 copper ore; cork; leather; wrought leather; cast, and bar, iron; steel; iron-
 feathers; some flax; mongery, and hardware; hoops for barrels; cyder; dry cod;
 glue; beef; pork; herrings, about 106,000 barrels, mostly from Scotland; earthen
 bacon; lard; tallow; ware; bottles, and window glass; hops; lead; tin; tinned
 butter; a few pota- plates; silver, and plated, ware; sail-cloth; refined sugar;
 toes; starch; tobacco; melasses; rock moss; salt; cheese; garden, and grass, seeds;
 linen, 32,152,399 train oil; oil of vitriol; stone and slate for building; tobacco
 yards; some cambrics pipes; cotton yarn, value £80,458; other kinds of goods in
 and diapers; linen quantities not of £1,000 value.
 yarn; woolen yarn; *Pearl-ashes; pot-ashes; weed-ashes; barilla; limstone; some*
 lintseed; rape seed; *wheat and flour; drugs and gums of all kinds; indigo, madder,*
 tobacco; some cot- *redwood, safflower, and other dye-stuffs; mahogany, and other*
 ton; some wines, *woods; flax undressed; tow; hemp; pepper, and some other*
 chiefly of Portugal. *spiceries; currants; sugar; tea; bar iron; saltpetre; silk, raw*
and thrown; skins of deer and other animals; rum; brandy;
geneva; some wines; tobacco;—and almost every other article,
though in quantities under £1,000.

MANN.

Herrings, red 5,641 barrels, Coals; flour; some cotton goods; woolen goods;
 white 15,417 barrels; some salt; wrought iron; other articles in small quantities.
 plain Irish linen, and some *Flax undressed; sugar; tea; other groceries; rum,*
 linen yarn. *&c.*

GUERNSEY, JERSEY, ALDERNEY, &c.

Guernsey is a kind of storehouse Cows and oxen, 196 to Alderney; flour, and some
 for merchandize imported from corn; wearing apparel; tallow candles; coals;
 foreign countries and lodged cordage; painters' colours; cotton goods; silk
 there, in order to save the advance goods; some woolen goods; haberdashery; some
 of the duties, till they are wanted; herrings, and other fish; earthen ware; bottles,
 and hence the imports consist of and other glass; wrought iron, hoops, and hard-
 all kinds of foreign goods, but ware; silver ware; tanned, and wrought, leather;
 chiefly, Portugal, French, and rock salt; beef, pork, and other provisions; soap;
 Spanish, wines, brandy, &c. also refined sugar; stationary, and some books; sail-
 some dye-stuffs and drugs; pav- cloth; wool, 2,007 tods to Jersey.
 ing stones; cyder; worsted stock- *Logwood, and some other dye-stuffs; drugs; sugar;*
 ings from Jersey, 5,935 dozen *tea; India piece goods; German, Irish, and Russia,*
 pairs. *linens; corn, flour, and meal; rum; geneva.*

GREENLAND.

Train oil; spermaceti oil; whale-bone; seal-skins. | *Rum for ship stores.*

NEW ENGLAND.

Pearl-ashes; pot-ashes; flour; some Indian corn Books and stationary; wrought
 and rye meal; sassafras; shumack; spermaceti oil; brass, copper, and iron; pewter;
 whale-bone; turpentine; some tar and rosin; lead; tin; tinned plates; coals;
 timber, chiefly oak, fir, and staves; Indian hides, salt; earthenware; glass; woolen,
 deer skins, and other Indian peltry.—Also cochineal, cotton, and silk, manufactures;
 eal, indigo, fustic, logwood, redwood, lignum vitæ, beaver, felt, and chip, hats;
 mahogany, sugar, coffee, cotton, rice, tobacco, ob- thread; haberdashery; linens.
 tained in trade with the West-Indies and southern *A few drugs; some dye-stuffs;*
 states, and imported mostly in New-England ves- *cinnamon, and some other spices;*
 sels. *Irish linens; India piece goods.*

NEW YORK.

Pearl-ashes ; pot-ashes ; wheat ; flour ; some Indian corn and meal ; ginseng ; snake root ; sarsaparilla ; sassafras ; tar ; turpentine ; oil of turpentine ; rosin ; staves, and some timber.—Also the produce of the West-Indies and southern states, as New England. Apothecary's ware ; wearing apparel ; books and stationary ; wrought brass, copper, iron, and silver ; pewter ; lead ; steel ; tinned plates ; copperas ; painters' colours ; coals ; salt ; earthen ware ; bottles and window glass ; hardware ; guns ; gun-powder ; flints ; woolen goods in considerable quantities ; cotton goods ; some Scottish linens ; silk goods ; beaver, and felt, hats ; haberdashery ; watches ; musical instruments. *Drugs and dye-stuffs in small quantities ; Irish linens ; a few Russia linens ; India piece goods ; geneva.*

PENNSYLVANIA.

Bark of oak and quercitron ; books ; some wheat, flour, corn, &c. ; ginseng ; snake root ; sarsaparilla ; sassafras ; horse hides ; tanned ox hides ; turpentine ; some tar, pitch, and rosin ; skins of bears and deer, and other Indian peltry.—Also the produce of the West-Indies and southern states, as New England. Apothecary's ware ; books and stationary ; wrought brass, copper, iron ; steel ; pewter ; tinned plates ; painters' colours ; salt ; earthen ware ; glass ; hardware ; guns ; a little gun-powder ; woolen goods in considerable quantities ; cotton, and silk goods ; some linen and sail-cloth ; beaver, and felt, hats ; thread ; haberdashery ; watches. *Some drugs and dye stuffs ; some spicery and grocery ; Irish linens ; a few Russia linens ; India piece goods.*

VIRGINIA and MARYLAND.

Flour ; some wheat, Indian corn and meal, and rye ; some pot-ashes, and a small quantity of pearl-ashes, from Virginia ; ginseng, and some other native drugs, in smaller quantities than from the northern states ; tobacco ; tar ; pitch ; turpentine ; rosin ; staves ; and some other lumber ; deer skins, and other Indian peltry.—Also West-India produce, as New England, &c. Apothecary's ware ; wearing apparel ; beer ; stationary and some books ; wrought brass, copper, iron, and silver ; steel ; pewter ; lead ; tinned plates ; painters' colours ; salt ; earthen ware ; some glass ; grindstones ; hardware ; guns ; a little gun-powder ; woolen goods in considerable quantities ; cotton goods ; a few linens ; silk goods ; beaver and felt hats. *Some drugs and dye-stuffs ; Irish linens ; some Russia, and German, linens. A few India piece goods.*

NORTH CAROLINA.

A small quantity of flour and corn ; tar ; rosin ; turpentine ; some oil of turpentine ; tobacco ; staves ; some deer, and other, skins.—Also some West-India produce. Pretty near the same articles as to Virginia and Maryland, but all in smaller quantities, this state being less populous ; and great part of its imports and exports being in the ports of Virginia and South Carolina—*A few Irish linens.*

SOUTH CAROLINA.

Some flour, Indian corn, and rye meal ; rice ; indigo (probably West-Indian) ; some pitch, tar, rosin, turpentine, and turpentine oil, mostly the produce of North Carolina ; staves ; some cedar timber ; deer, and other skins ; Apothecary's ware ; beer ; books and stationary ; wrought brass, copper, iron, and silver : lead : pewter : painters' colours ; salt ; earthen ware : glass ; hardware ; wrought leather ; woolen, cotton, and silk, manufactures ; some linens, chiefly bonaty ; beaver, and felt, hats ; haberdashery ; musical instruments.

some cotton the produce of Georgia.—Also some West-India produce. *Some drugs and dye-stuffs ; cinnamon ; Irish linens ; some German, and a few Russia, linens ; India piece goods ; French wine ; some other wines.*

GEORGIA.

Rice; tobacco; a little indigo; some staves; cedar, and hickory, timber; deer skins, and other skins.—Also some West-India produce. *Wrought iron ; pewter ; some earthen ware and glass ; hardware ; woolen, cotton, and silk, manufactures ; some bounty linens ; beaver, and felt, hats ; haberdashery ; cordage. Irish linens ; a few German, and Russia, linens ; a few articles of grocery.*

HUDSON'S BAY.

Beaver, mink, otter, wolf, deer, bear, and fox, skins ; bed feathers, 90 cwt ; castoreum. *A few coarse woolens for the Indians ; guns ; gunpowder ; some wrought iron ; provisions for the company's people in the factories or forts. Tobacco ; small quantities of rum, sugar, and groceries.*

NEWFOUNDLAND.

Cod fish, 24 tuns ; train oil ; some skins, chiefly of seals.—Also some West-India produce. The fish is mostly carried direct to the Roman-catholic countries of Europe. *Salt ; wrought iron and hoops ; wrought leather ; cordage ; sail-cloth ; a few linens ; some woolen goods ; a few cotton goods ; some haberdashery ; wearing apparel ; soap ; wrought leather ; bread, and other provisions. Tea ; groceries in small quantities ; white salt ; beef ; pork ; butter ; tobacco ; wines, Portugal, French, &c ; geneva ; canvas ; German linens ; a few Irish, and Russia, linens.*

CANADA.

Pearl-ashes ; pot-ashes ; wheat ; flour ; castoreum ; essence of spruce ; train oil ; beaver, cat, deer, fox, martin, mink, musquash, otter, racoon, wolf, wolvereen, skins ; masts ; boards, staves, and some other lumber.—Also some cotton, dying woods, &c. got by circuitous trade. *Salt ; wrought brass, copper ; steel ; guns ; gunpowder ; flints ; books ; coals ; earthen ware ; glass ; wrought leather ; woolen goods, mostly coarse for Indian trade ; cotton, and silk, goods ; a few linens, mostly bounty ; beaver, and felt, hats ; haberdashery ; soap ; train oil ; refined sugar ; tobacco pipes. A few drugs and dye-stuffs ; some spices and groceries ; a little bar iron ; Russia linens ; some Irish, and a few other, linens ; India piece goods ; rum ; geneva ; wines ; tobacco.*

NEW BRUNSWICK.

Masts ; staves ; some other lumber in small quantities ; some skins. *Wrought iron ; cordage ; some woolen, and cotton, goods ; a few silk goods ; a few linens ; hats ; haberdashery. Bar iron ; tea ; a few spices and groceries ; Irish linens ; a few Russia, and other, linens ; a few India piece goods ; wine and rum in small quantities.*

NOVA SCOTIA.

Some lumber ; some pearl-ashes ; tar and turpentine in small quantities ; some skins.—Also some West-India goods, chiefly obtained by captures. *Iron and ironmongry ; hardware ; earthen ware ; glass ; salt ; beer ; tallow candles ; soap ; cordage ; some woolen, cotton, and silk, goods ; some linens, hats, mostly felt, wrought leather. A few drugs, groceries, and spices ; tea ; beef ; pork ; butter ; Irish linens ; a few Russia, and other, linens ; India piece goods in small quantities ; brandy ; rum ; geneva ; Portugal, and Spanish, wines.*

BERMUDA.

A small quantity of cotton. All the other imports from this island consist of prize goods, and a few trifling articles obtained in the way of trade. Wrought iron and copper ; some cotton, and woollen, goods ; a few linens. *Some groceries ; Irish, Russia, and German, linens, all small quantities.*

BAHAMA ISLANDS.

Cotton, 707,454 lbs ; braziletto ; boxwood ; lignum vitæ ; cedar ; mahogany.—Also some of the same woods, logwood, nicaragua, hides, tobacco, &c. obtained from other countries ; and various goods obtained by wrecking and privateering. Wrought brass, copper, iron, and silver ; pewter ; watches, gold, silver, &c ; beer ; cotton goods ; silk goods ; some woollen goods ; linens ; hats ; haberdashery ; cordage ; soap. *Cinnamon, cloves, and other spices ; tea ; groceries ; German linens ; some Irish, and a few Russia, linens ; India piece goods ; brandy ; Geneva ; a little wine.*

BRITISH WEST-INDIA SUGAR ISLANDS.

Sugar ; rum ; small quantities of melasses ; cotton ; coffee ; cacao, or chocolate nuts ; ginger ; pimento ; indigo ; braziletto ; logwood ; fustic ; mahogany ; cedar ; ebony ; yellow wood ; lignum vitæ ; quassia ; gum guaiacum, castor oil, sarsaparilla, turmeric, and some other drugs ; Cayenne pepper ; tamarinds ; some turtle-shell.—Also hides, cotton, cacao, and other foreign West-India produce, obtained by trade and by war : and wines, carried from Madeira and other countries for the improvement acquired by the voyage. Wrought copper, iron, brass, pewter, silver, &c. Watches, gold, silver, &c. chiefly to Jamaica ; cotton goods ; some woollen goods ; linens mostly low-priced ; checks, oznaburgs, &c. in large quantities ; hats ; flour ; corn of various kinds ; beef ; pork ; butter ; cheese ; herrings ; beer in considerable quantities ; and, in short, every article of food and clothing, furniture, ship-chandlery, military stores, coals for firing, and every article of accommodation and luxury. *Groceries ; drugs ; Irish, German, and Russia, linens in considerable quantities, especially to Jamaica. India piece goods ; some wines.*

CONQUERED FRENCH AND DUTCH WEST-INDIA COLONIES.

The same produce as the British islands, only very little British and foreign merchandize, as to the British colony, is cultivated in the British manner. | sugar islands.

CONQUERED SPANISH ISLAND, TRINIDAD.

Sugar, about 55,000 cwt ; rum, 2,999 gallons ; cotton, 773,973 lb ; indigo, 75,367 lb ; fustic ; lignum vitæ ; a little turtle-shell ; 55,815 hides. Considerable quantities of linen, and cotton, goods ; provisions, &c. as to the British islands. *Irish, German, and Russia, linens.*

BUENOS AYRES.

Unwrought copper ; vulture's feathers ; hides. | Nothing.

CAYENNE.

Dye-stuffs ; hard wood ; hides ; all in trifling quantities. | Nothing.

CUBA.

Sugar ; fustic ; mahogany ; all in trifling quantities. | Nothing.

S^t. BARTHOLOMEW.

Indigo ; nicaragua wood ; cacao ; coffee ; cotton ; some sugar. A few linens, and cotton goods ; earthen ware ; glass.

S^t. CROIX.

Sugar ; cotton ; some fustic and lignum vitæ. | Nothing.

S^t. DOMINGO.

Sugar ; fustic ; logwood ; mahogany ; hides. | Nothing.

S^t. MARTIN.

Salt. | Nothing.

S^t. THOMAS.

Sugar ; coffee ; cacao ; cotton ; indigo ; British merchandize ; as to the British
anotto ; logwood ; fustic ; nicaragua islands.
wood ; mahogany ; some hides ; turtle- *Some cinnamon and pepper ; a few Ger-*
shell. *man, and Irish, linens ; some wine.*

BAY OF HONDURAS.

Mahogany ; some logwood ; A few of the articles usually carried to the West-
a little fustic ; a little cedar ; Indies.
a small quantity of turtle- *Some Irish linens ; beef ; pork ; rum ; wine ; all in*
shell. *small quantities.*

FLORIDA*.

Indigo ; cotton ; train oil ; Some wrought iron ; a few woolen goods, chiefly flan-
spermaceti oil ; whale-bone ; nels ; linens, chiefly low-priced . cotton goods.
skins of seals and sea eleph- *German linens ; Irish bounty linens ; a few India*
ants ; hides ; Indian peltry. *piece goods.*

NOOTKA.

The sea-otter furs, the Some woolen, and cotton, goods : linens ; hats ; earthen
only article of trade in ware ; glass ; wrought iron ; watches.
this country, are all car- *Coffee ; sugar ; tea ; bar iron ; cambrics ; muslins ;*
ried to China. *tobacco ; rum ; wine ; all in small quantities.*

ASIA, OR EAST INDIA AND CHINA.

Books ; canes ; drugs, gums, and oils of Apothecary's ware ; books, value £14,836 ;
a great variety of kinds ; indigo in pictures, and prints ; stationary ; wrought,
large quantities ; cochineal ; China ink ; and unwrought, iron, steel, lead, and tin ;
galls ; turmeric ; seed-lack ; shell-lack ; wrought brass, copper, pewter, and silver ;
stick lack ; ivory ; fans : cane mats : tin-plate ware ; brass, and iron, cannon, and
cinnamon ; cloves ; mace ; nutmeg ; other military stores ; coals : earthen ware ;
pepper ; cayenne pepper ; ginger ; sago ; glass ; painters' colours, oils, varnish, &c.
sugar ; tea ; a little rice ; coffee ; cordage : sail-cloth : ship chandlery of all
preserved fruits ; mother-of-pearl shell, kinds to a large amount, many vessels being
and spoons made of it ; cowries ; built in India ; leather, tanned, and wrought ;
carnelian stones for seals ; saltpetre : provisions ; beer ; woolen goods ; silk goods ;
arrack ; cotton ; cotton yarn : Carm- linens ; some cotton goods : 8,000 yards
ania, and goats' wool ; raw silk of of British muslins ; wearing apparel ; hats ;
Bengal and China ; calicoes and mus- haberdashery . coaches, chaises, &c ; wax,
lins of great variety of kinds ; great and tallow, candles.
variety of piece goods destined for ex- *Cortex peruvianus, ginseng, and other drugs ;*
portation, the consumption of them in *a few groceries ; cochineal ; a little coral ;*

* Ever since the peace of 1783 a few houses in London have carried on a trade with Florida by sending British vessels under licences obtained from the British and Spanish governments : and

the war has not interrupted the trade. The cotton of that country is of the quality of the Upland cotton of Georgia, but much inferior to the Sea-island cotton of that state.

Great Britain being prohibited ; cassia ; | *Irish linens ; German linens ; tutenague ;*
 ebony ; sandal, satin, and sapan, woods ; | *tar ; rum ; brandy ; geneva ; French,*
 some wines, carried from other count- | *Portugal, Rhenish, and Spanish, wines ; sand-*
 ries. | *al wood, and some other woods.*

NEW HOLLAND.

A little wood ; | *Wrought iron ; woolen, silk, cotton, and linen, goods ; hardware.*
 some birds. | *Some groceries, spirits, and wine, all in small quantities ; Russia linen.*

AFRICA.

Gum, Arabic, Sand- | *Apothecary's ware ; wrought brass ; copper, and iron ; 80,806*
 rake, and Senegal ; | *guns ; cutlasses ; gun-powder ; spiritous liquors ; earthen*
 camwood ; ebony ; | *ware ; glass ; provisions ; beer ; woolen, cotton, and linen,*
 red-wood ; ivory ; a | *goods ; wearing apparel.*
 few ostrich feathers ; | *Bar iron ; bugles ; cowries ; sugar ; tea ; groceries ; rice ;*
 some skins. | *rum ; brandy ; geneva ; Irish, and German, linens ; India*
 | *piece goods to a large amount.*

SIERRA LEONA.

No imports. | *Cotton, and linen, goods ; a few woolen goods ; leather ; hardware.*
 | *Some India piece goods ; a few Irish, and other, linens ; groceries ;*
 | *tobacco, &c. all in small quantities.*

CAPE OF GOOD HOPE.

Some wine, | *Articles, proper for the climate, of almost every kind.*
 cotton, and | *Drugs ; grocery ; linens ; some provisions ; rum ; brandy ; geneva ;*
 skins. | *tobacco ; some wine ; all in trifling quantities.*

SOUTHERN FISHERY.

| *Brandy, geneva, and wine, in small quantities, being only for ship stores.*

A comparison of this view of our foreign trade with other accounts of it published half a century ago, or even later, must, on many accounts, be very gratifying to every wellwisher to the agriculture, the manufactures, and commerce, of Great Britain*.

1801, January 14th—In consequence of the convention entered into by the northern powers, an embargo was laid on all vessels belonging to Russia, Sweden, and Denmark, found in the ports of the British dominions.

As the best use of the navy is to protect the commerce of the country, out of which it sprung, and by which it is supported, it cannot be improper to give a brief retrospect of the growth of it, since a distinct class of shipping was appropriated in this country to the purpose of maritime warfare, as far back as we have any accounts.

* See in particular such a view in the *Preceptor*, similar view given by Mr. Anderson in his Appendix, p. 68.
 [V. ii, p. 459] a compilation of considerable merit, published in the year 1748 by Doddsley, and a

The following is an account of the tunnage of the royal navy at the end of the reigns of the under-mentioned soverieigns *.

A. D. 1547 Henry VIII	12,455 tons	A. D. 1685 Charles II	103,558 tons
1553 Edward VI	11,065	1688 James II	101,892
1558 Mary	7,110	1702 William	159,017
1603 Elizabeth	17,110	1714 Anne	167,171
1625 James I	} uncertain	1727 George I	170,862
1649 Charles I		1760 George II	321,104
1660 Restoration	57,463		

The state of the navy in the year 1761, being 372 vessels of all kinds, has already been given in V. iii, p. 350.

The following is a view of the state of the navy at this time †.

	Commis- sioned.	Ordinary, &c.	Total.
Ships of the line, carrying from 54 to 120 guns	123	72	195
Ships of 50 guns	21	6	27
Frigates, 20 to 44 guns	212	39	251
Sloops of war, cutters, bomb vessels, fire vessels, royal yachts, &c.	270	44	314
	626	161	787
Hired armed vessels			119
Total vessels of all kinds in the service in January 1801			906

And, this great number continues still increasing.

The revenue of the post-office is, agreeable to Mr. Anderson's idea, a politico-commercial index of the extent of the national correspondence, and, consequently, of the national commerce. And, as things are best known by comparison, the following retrospect of this branch of the revenue is given as presenting a view of the increasing commercial prosperity of the country, due allowance being made for the augmentations of the rates of postage, and the contractions of the privilege of franking.

In the year 1652 the revenues of the post-offices of England, Scotland, and Ireland, }
were farmed for the annual sum of } £10,000
The postage of a single letter carried to any distance not exceeding 80 miles was 2d, and beyond 80 miles 3d.

In 1663 the post-office was farmed at 21,000
In 1685 the revenue of it was estimated at 65,000
The net produce of the post-office revenue, on an average of four years, 1707-1710, according to Mr. Astle's transcript, was } 58,052
In 1711 the rates of postage were augmented, from 2d to 3d, and so in proportion.
The net produce, on the average of four years 1711-1714 was £88,223 for England, }
and £2,000 for Scotland } 90,223
In 1722 the gross amount was £201,804
Deduct for franks £33,398, and management £70,396 103,794
The net produce was 98,010
In the year ending 5th April 1755 the gross amount was 210,663
In the year 1764 franking was limited by act 4 Geo. III, c. 24.
In the year ending 5th April 1765 the gross amount increased to 281,535
and in that ending 5th April 1775 it was further increased to 345,321

* This account was made up at the navy-office by desire of the house of commons, 12th May 1791. It was accompanied with a remark, that no regular accounts were

kept before the reign of William III. [*Journal of the house of commons, 1792, p. 357*]

† This is taken from the monthly list of the navy, published by Steel.

By the liberality of the post-masters general, and the polite attention of Mr. Freeling the secretary, and Mr. Church the accountant-general, of the post-office, I am enabled to lay before the reader.

*An authentic Account of the gross and net produce of the post-office, with the various charges, exclusive of state's, members', and country *, letters, and newspapers, in the under-mentioned years †.*

In the year ending 5 th April	Gross produce.	Management.	Returned letters,	Packet-boats.	Extra-packets,	Net produce.
1783†	£416,668	£194,351	<i>included</i>	£62,458	<i>included</i>	£159,858
1784 §	438,734	192,634	<i>in management</i>	48,444	<i>in management</i>	197,655
1785	486,178	173,339	<i>till 1797,</i>	47,160	<i>till 1789.</i>	265,679
1786	491,321	156,622	<i>when they</i>	47,188		287,509
1787	498,429	169,769	<i>were very</i>	45,654		283,005
1788	527,050	186,642	<i>properly</i>	45,615		294,792
1789	534,422	166,592	<i>made a</i>	45,796	£2,736	319,297
1790	548,967	176,145	<i>separate</i>	42,352	2,835	327,634
1791	598,785	199,057	<i>article</i>	30,585	10,888	358,253
1792	607,881	187,430	<i>by Mr.</i>	37,121	14,545	368,784
1793	652,868	201,140	<i>Church.</i>	45,666	8,974	397,086
1794	715,608	227,319		36,940	19,367	431,980
1795 ||	745,238	252,604		52,035	26,049	414,548
1796 **	811,539	255,736		41,070	35,244	479,487
1797	863,624	239,271	£23,965	38,640	19,864	541,883
1798	950,467	244,156	26,708	41,164	25,166	613,280
1799 ††	1,012,731	249,899	30,556	36,746	38,141	657,388
1800	1,083,950	259,490	37,699	37,244	28,534	720,981
1801	1,144,900	267,170	39,381	36,588	46,459	755,299

As a proper sequel to this retrospect of the great and regularly progressive increase of the commercial and other correspondence of the British empire, I subjoin a view of the present state of a great proportion of the acquired property of the empire, not less gratifying to the friends of British industry, which is contained in the following

Estimate of the property in Great Britain and Ireland, insurable from loss by fire ††.

Houses—in London	100,000	average net rent £30 . .	£3,000,000
othertowns in } England, &c. }	570,000	10 . .	5,700,000
in the country } of England }	200,000	5 . .	1,000,000
and Wales. }	600,000	2 . .	1,200,000
	400,000	1 10	600,000
	1,870,000		11,500,000

* Country letters are those passing through the London office from the foreign office, and from different parts of the country, for places beyond London, making a part of the first charge to London, which is added to the London postage outward, and received by the duties in the country. Formerly it used to be credited in the gross produce both in London and in the country; and the excess was balanced by throwing it upon the head of management.

† In this account the shillings and pence are not noticed. ‡ In 1782 the revenue of the post-office was improved by means of the stamps on bills.

§ This year the rates of postage were increased, and franking was further limited, by act 24 Geo. III, sess. 2, c.

37. This year also gave birth to the establishment of mail coaches, which increased the revenue, and diminished the expenditure.

The privilege of franking was still more contracted by act 35 Geo. III, c. 53.

** The rates of postage were again augmented, by act 37 Geo. III, c. 18.

†† Agreeable to the act 39 Geo. III, c. 76, the post office began to send foreign letters by private vessels, besides sending them by their own packets.

‡ This estimate is made up by Sir Frederick Eden, chairman of the Globe insurance company, a gentleman of acknowledged abilities in political arithmetic.

Value at a little above 17 years' purchase	£200,000,000	
<i>Machinery</i> , such as steam engines, spinning works, &c.	40,000,000	
<i>Houses and machinery</i> in Scotland	30,000,000	
	<hr/>	£270,000,000
<i>Furniture</i> in houses, &c. taken at half the value of the houses	135,000,000	
<i>Household stock</i> , not considered as furniture, viz.		
Clothes £15,550,000	Wine, spirits &c. 2,000,000	
Plate 10,000,000	Household linen 3,000,000	
Jewels and trinkets 5,000,000	Horses and carriages 2,000,000	
Clocks and watches 2,000,000	Other articles 5,450,000	
Books 5,000,000		
	<hr/>	
Total in England and Wales	50,000,000	
The same articles in Scotland	5,000,000	
	<hr/>	55,000,000
Value of furniture and household stock		190,000,000
AGRICULTURAL STOCK , the annual crop being estimated at		
8,000,000 quarters of wheat at 40/	16,000,000	
5,000,000 ——— barley and rye 24/	6,000,000	
12,000,000 ——— oats and beans 16/8	10,000,000	
hay and straw	20,000,000	
	<hr/>	
Value of the crop (exclusive of peas, rape, and hops)	52,000,000	
Deducting for present consumption, remains insurable value		32,500,000
BRITISH MANUFACTURES , classed as follows.		
<i>Woolen goods</i> , annual produce 19 millions, annual export 8 millions.		
stock on hand for home consumption	11,000,000	
<i>Cotton goods</i> , produce 10 millions: stock for home consumption	6,000,000	
<i>Flaxen goods</i> , ditto	2,000,000	
<i>Hempen goods</i> , ditto	2,000,000	
<i>Silk goods</i> , ditto	3,000,000	
<i>Leather</i> , in shoes, boots, saddlery, harness, military accoutrements, car- riages, &c. }	12,000,000	
<i>Glass</i> , (plate glass very much improved of late)	2,000,000	
<i>Porcelain</i> , and <i>pottery</i> (much improved in the last 20 years)	2,000,000	
<i>Paper</i> , (increased in price and quantity)	1,500,000	
<i>Hardware</i> , made at Birmingham, Sheffield, &c. probably above	6,000,000	
<i>Beer</i> , annual consumption 200,000,000 gallons at 1/	10,000,000	
<i>Spirits</i> , ditto 10,000,000 ——— 8/	4,000,000	
<i>Soap</i> , reckoning for 2,260,802 families, at 3½d per week, above	1,500,000	
<i>Salt</i> , 46,000 tons of 40 bushels each (without making any allowance for smuggled salt) }	1,000,000	
<i>Candles</i> , wax and tallow, above	2,000,000	
White lead and other colours for painters and dyers—turpentine—casks and vats for liquors—drugs—hats—straw work—snuff—horn—books —furniture—musical instruments—watches—jewelery—coaches and other carriages—printing apparatus—salted beef, pork, butter, fish, &c. probably at least }	10,000,000	
Annual amount of manufactures for home consumption	<hr/>	76,000,000
<i>British manufactures for exportation</i> , value in 1800 almost	40,000,000	
	<hr/>	
Total of British manufactures	116,000,000	
FOREIGN MERCHANTIZE : the imports of 1800 were above	55,000,000	
	<hr/>	
	171,000,000	
Of British and foreign merchandize, besides what remains in the East- India company's warehouses uninsured, there may be stated as on hand, and therefor insurable }		39,000,000
SHIPPING , belonging to Great Britain and Ireland, valued at	20,000,000	
belonging to the colonies	2,000,000	
vessels on the stocks	1,000,000	
	<hr/>	
	23,000,000	

Of these at least one fourth may be estimated as stock in hand in } 5,750,000
 British ports, and insurable from fire

Total insurable property in Great Britain 537,250,000
 PROPERTY OF EVERY KIND INSURABLE in Ireland, estimated at 53,725,000

Total property in the United kingdom insurable from loss by fire £590,975,000

Besides the above, there are stocks of coal, alum, and other minerals, boats and other fresh-water craft, arsenals, offices and other public buildings, of the value of which no estimate can be made.

Great as the produce of British industry thus appears to be, there still remain many millions of unproductive acres in the British islands, which may be rendered capable of producing food for additional millions of agricultors, manufacturers, and other useful members of society. And there are many millions of miles of uncultivated land in the vast extent of the Russian empire, the territories of the American states, and the interior country of Africa, which, when filled with industrious cultivators, will, *if our manufacturers can preserve the advantage of furnishing their goods better and cheaper than those of other nations*, supply a prodigious stock of raw materials, and afford consumption for all the goods which can be manufactured by the increasing numbers and increasing ingenuity of our people.

On the twenty-second day of January the first session of the parliament of the United kingdom of Great Britain and Ireland was opened. May the infinite wisdom and goodness of the Supreme Ruler of the universe so direct all their counsels, as to render them productive of increasing prosperity to every part of the wide-extended British empire.

ENGLAND and SCOTLAND, and also the degrees of fineness of the standard, and the times at which the several alterations have taken place.

The depreciation, which money has suffered in respect to the value of necessary food and other useful commodities, is the effect of the increase of bullion in Europe by the importation from America, and the increase of taxes, which in very many articles now constitute the greatest part of the price. In Scotland the money was of the same value and standard with those of England from the earliest accounts we have of any money transactions in that kingdom till the reign of King Robert I.

IN SCOTLAND.

				Fine silver.			Alloy.			£.	s.	d.
				oz.	dwt.		oz.	dwt.				
Before the reign of King Robert I a pound of standard silver contained }												
				. 11	2	. .	0	18	. .	1	0	0
In the reign of Robert I }												
				. 11	2	. .	0	18	. .	1	1	0
about 1355 the money inferior in standard and weight to that of England, see V. i, p. 554.												
1366	. .	38 David II	. .	11	2	. .	0	18	. .	1	5	0
1367	. .	39 David II	. .	11	2	. .	0	18	. .	1	9	4
1393	. .	4 Robert III	. .	11	2	. .	0	18	. .	1	12	0
1424	. .	19 James I	. .	11	2	. .	0	18	. .	1	17	6
1451	. .	15 James II	. .	11	2	. .	0	18	. .	3	4	0
1456	. .	20 James II	. .	11	2	. .	0	18	. .	4	16	0
1467, 1468 see V. i, p. 682.												
1475	. .	16 James III	. .	11	2	. .	0	18	. .	7	4	0
1484	. .	24 James III	. .	11	2	. .	0	18	. .	7	0	0
1529	. .	16 James V	. .	11	0	. .	1	0	. .	9	12	0
1556	. .	14 Mary	. .	11	0	. .	1	0	. .	13	0	0
1565	. .	23 Mary	. .	11	0	. .	1	0	. .	18	0	0
1571	. .	5 James VI	. .	9	0	. .	3	0	. .	16	14	0
1576	. .	10 James VI	. .	8	0	. .	4	0	. .	16	14	0
1579	. .	13 James VI	. .	11	0	. .	1	0	. .	22	0	0
1581	. .	15 James VI	. .	11	0	. .	1	0	. .	24	0	0
1597	. .	31 James VI	. .	11	0	. .	1	0	. .	30	0	0
1601	. .	35 James VI	. .	11	0	. .	1	0	. .	36	0	0
1738	. .	12 George II	. .	11	2	. .	0	18	. .	37	4	0

N. B. These rates of Scottish money are copied from the table inserted by the accurate Ruddiman in his preface to *Anderson's Diplomata et Numismata Scotiæ* p. 81.

Since the union of the two British kingdoms scarcely any accounts have been kept in Scottish money; and Scottish coins are now to be seen only in the cabinets of antiquarian collectors.

APPENDIX, No. III.

A CHRONOLOGICAL TABLE of the prices of corn and several other necessary articles, and also of salaries, wages, marriage portions, ransoms of captives, &c. in England and Scotland; by a comparison of which with the tables in the appendix, N° II, the real value of money, through all the stages of its diminution and depreciation, may be ascertained with tolerable accuracy.

N. B. Scottish articles are distinguished by *Italic letters*, and the money is consequently Scottish, which since the fourteenth century has been generally lighter than the English money of the same denomination.

The authority for every article in this table is constantly produced, and the particular passage accurately marked.

Works chronologically arranged are generally quoted without particular reference, the year being sufficient.

A. D. 1126	Wheat (an extraordinary famine) .	sextarius*	£1 0 0	Ann. Margan.
	Wheat (very dear)	horse-load	0 6 0	H. Hunt.—R. de Monte.
Composition of the rents of Henry I.	Wheat for bread to 100 men	0 1 0	Dialog. de scaccario, L. i, c. 7.
	Provender for 20 horses . . . . .	....	0 0 4
	A stalled ox (' <i>bovis pascualis</i>') . . . . .	....	0 1 0
	A sheep . . . . .	....	0 0 4
	In the reign of H. II usual price of wheat	quarter	0 1 0	Stow's Annal. in A. D. 1205.
	and of oats	—	0 0 4	
1140	Building two arches of London bridge	25 0 0	Madox's Hist. of the ex- cheq. c. 10, § 12.
1145	An ox . . . . .	....	0 3 0
	or seven oxen for	1 0 0	M. Paris, Vitæ, p. 63.
1153	<i>Butcher for slaughtering an ox, or a cow, or a hog, or five sheep, with victuals while employed .</i>	....	0 0 0½
1172	25 ells scarlet cloth for the king	6 17 6	Madox's Hist. c. 10, § 12.
	26 ells green do. — do. . . . .	....	3 13 8
	10 pairs of boots — do. . . . .	....	0 15 0
1185	A hen	0 0 0½	Dugd. Monast. V. ii, p. 528.
	A ram . . . . .	....	0 0 8
	33 cows and 2 bulls	8 7 0	Madox's Bar. Ang. c. 14.
	500 sheep . . . . .	....	22 10 0
	66 oxen . . . . .	....	18 3 0
	15 breeding mares . . . . .	....	2 12 6
	22 hogs . . . . .	....	1 2 0
	11 heifers	2 14 0	Madox's Formul. p. 178.
Reign of Hen. II. }	A piece of ground with a stone house, parish of St Mary, London besides a rent in perpetuity of . . . . .	....	2 0 0
	2,200 hens, feeding and convey- ance to London . . . . .	....	0 6 8
1189	900 hens do. and do.	8 3 1	Madox's Hist. c. 10, § 12.
1193	Ransom paid for King Richard I to the emperor, 100,000 marks, or . . . . .	....	3 15 0
		66,666 13 4	Fœdera, V. i, p. 83.

* For the quantity of the sextarius or sextarium of some other commodities, see V. i, p. 294.

OF PRICES, &c.

A. D.	1194	Composition of prices paid by the king's tenants.			£0	4	0	
		{ An ox, cow, or horse ('averii')		0	0	10	} Wilkin's Leg. Ang. Sax. p. 347.
		{ A sheep ('ovis crista') . . . . .	....		0	0	6
		{ A sheep with coarser wool . . . . .	....		0	1	0
		{ A sow or boar		0	1	0	
	1196	Wheat (a famine)	seme *		0	13	4	} T. Wikes, Chron. ap. Gale, 1687.
	1197	Wheat (still famine)	—		0	18	8	
	1198	{ 12 oxen for stocking the king's land }	each		0	3	0	} Madox's Hist. of the excheq. c. 23, § 2.
		{ 100 sheep † }	—		0	0	4	
		Wool	sack		3	6	8	} Madox's Hist. c. 18, § 4.
	1199	Wine of Poitou	tun		1	0	0	
		Wine of Anjou	—		1	4	0	} Anal. Burton. ap. Gale.
		The best French wine	—		1	6	8	
		Red wine } in retail	sextarium {		0	0	6	
		White wine }			0	0	8	
	1201	{ Jointure of the queen dowager of England, 1,000 marks, or }		666	13	4	} Fœdera, Vol. i, pp. 124, 242.
		{ which was afterwards raised to . . . . . }	....		1,000	0	0
	1202	Wheat (a very rainy season)	quarter		0	12	0	} Annales Waverl. ap. Gale. M. Paris, p. 212.
	1205	Wheat (a very long hard frost)	—		0	12	0	
		Wheat	—		0	13	4	} Stow's Ann.
		Peas and beans	—		0	6	8	
		Oats	—		0	3	4	
		10 capital horses	each		20	0	0	} Fœdera, V. i, p. 146.
	1212	{ Price of six bisants for the king's oblation to the reliques of the saints at Reading on the Sunday after All-saints † . . . . . }	....		0	11	6
		Cordovan boots for the king	pair		0	2	6	} Compotus garderobæ Regis Johannis, in Rym-er's Coll. MS. V. i, n° 62.
		Single boots — do.	—		0	0	7	
		Two Lombard horses do. . . . .	....		38	13	4
		This sum probably includes the charges of importation, buying, &c.						
	1213	Hire of a cart with two horses	per day		0	0	10	} Mag. chart. Hen. III, § 23.
	1216	{ Hire of a cart with two horses taken by the king's officers }	—		0	0	10	
		{ — with three horses, do. }	—		0	1	2	
	1221	{ Jointure settled upon Johanna queen of Scotland }	per ann.		1,000	0	0	} Fœdera, V. i, p. 252.
	1223	Wheat (after great rains)	quarter		0	12	0	
	1229	Russet for the poor	ell		0	0	10	} Madox's Hist. c. 10, § 12.
	1230	For the king's farms.	{ 32 oxen }	each	0	8	0	
			{ 16 cows }	—	0	6	8	
			{ 300 sheep }	—	0	1	0	
			{ 42 quarters of seed wheat }	quarter	0	4	0	
			{ 75 do. seed oats }	—	0	3	0	
			{ 5 do. seed beans }	—	0	2	11	
		{ 2 cart horses }	each	0	8	0	} Madox's Hist. c. 23, § 2.	
	1231	{ Ransom of a Scottish knight, taken prisoner by the forces of Norway and Orkney }		200	0		0	} Torfæi Orcades, L. ii.
		Wine	tun		2	3	4	
	1232	{ Hire of a great ship belonging to King Henry III. }	per ann.		33	6	8	} Madox's Hist. c. 13, § 11.
		{ Strong and handsome horses }	each		0	10	0	
	1233	A baron of the exchequer	per ann.		26	13	4	} Madox's Hist. c. 21, § 3.

* Spelman explains a seme or seam to be eight bushels, or a load for a horse: and, according to Coles's English dictionary, the word is so used in Essex.

† These oxen and sheep were apparently lean beasts.

‡ I have extracted this notice concerning the bisants, because they are still offered by the king, and the value of them is generally unknown.

A. D. 1236 The portion of Isabella, the sister of Henry III, married to the emperor of Germany, to be paid by installments in about two years at London, Henry being free of the expense and risk of carrying it to Germany. She moreover got a prodigious quantity of pretious jewels, gold and silver plate, silk, &c.

.... £20,000 0 0 } Fœdera, V. i, p. 353—
M. Paris, pp. 414, 417.

1237	Wheat	quarter	0 3 4	} Antiq. Petroburg. Fleet-wood.	
	Barley	—	0 2 0		
	Oats	—	0 1 0		
1239	Justice of the common pleas . .	per ann.	20 0 0	Dugdale, Orig. juridic.	
1240	Wheat	quarter	0 3 3	Kennet's Par. ant. p. 604.	
1242	Wheat	—	0 2 0	Dugdale's Warw. p. 308.	
1244	Wheat fallen to	—	0 2 0	M. Paris, p. 653.	
1246	Wheat (very dear)	—	0 16 0	} Wikes, Chron.	
1247	Wheat (still dear) above . . .	—	0 13 4		
1248	Allowance for the king's bear and his keeper	per day	0 0 4	Madox's Hist. c. 10, § 12.	
	37 sheep for the king . . . . .	....	0 18 4	Madox's Hist. c. 23, § 2.
1251	Jointure of the queen dowager of Scotland *, above	per ann.	2,666 13 4	M. Paris, p. 829.	
	Portion of Margaret, daughter of Henry III, married to Alexander III king of Scotland . .	....	3,333 6 8	Fœdera, V. i, p. 467.
1253	Wheat fell to	quarter	0 2 6	M. Paris, p. 880.	
1256	The justices established standard weights for the farthing loaf throughout England, proportioned to the price of the wheat and quality of the bread, from which the following are extracted as specimens †.				
	The <i>wastel</i> bread was assumed as the standard for the others, and the bread was weighed by pounds, shillings, and pennies, the pound of account, as well as of weight, being then twelve ounces, the shilling $\frac{1}{6}$, and the penny $\frac{1}{12}$, of the same pound.				
	The <i>wastel</i> loaf . . . £6 16 0	} when wheat quarter	0 1 0	} Annales Burton. p. 365.	
	The <i>coket</i> loaf of the same wheat and bolting . . .				6 18 0
	or of inferior wheat . . .				7 1 0
	The <i>seminel</i> loaf . . .				6 14 0
	The <i>wheaten</i> loaf ('de frumento') . .				10 7 0
	The <i>tret</i> loaf . . .				13 12 0
	The <i>whole corn</i> loaf . .				13 16 0
	The <i>wastel</i> loaf . . .				3 10 8
					2 8 0
					1 2 8
		0 15 0 $\frac{1}{4}$			
		0 11 4			

* M. Paris, in p. 828 states the queen's jointure at 7,000 marks, instead of 4000 marks, the sum given from himself in the subsequent page. See V. i p. 425.

† In the original the weights are fixed for every variation of six pennies in the price of wheat, and rules laid

down for ascertaining the weight, when wheat sold at different prices at the same time. A similar regulation, enacted by parliament A. D. 1266, is printed among the statutes: but it would be useless to insert it also here.

OF PRICES, &c.

A.D. 1256	Brewers were ordered to sell two gallons of ale in cities, and three gallons out of cities, for a penny, when wheat did not exceed 3/4, barley 2s, and oats 1/4, per quarter.					} Annales Burton. p. 365.	
1257	Wheat by floods in autumn rose to	quarter	£0	10	0		
1258	Wheat (a very wet year) from	_____	0	15	0	} M. Paris, p. 958. Hemingford, Chron.— Stow's Ann. M. Paris, pp. 970, 973, 981. Scotichron. V. ii, p. 93, ed. Goodall. Dugdale's Orig. juridic.	
	to	_____	1	0	0		
	even damaged wheat sold for	_____	0	16	0		
1259	Meal (very dear)	boll	0	4	0	} Rot. pat. 49 Hen. III.	
1262	Chief justice of the common pleas	per ann.	100	0	0		
	Justice of do.	_____	40	0	0	} Dugdale's Orig. juridic.	
1264	Pepper, formerly	pound	0	0	6		
	now by reason of frequent piracies wine also raised from . 40s to	_____	0	3	0	} Wikes, Chron.	
		tun	6	13	4		
1265	Chancellor of England for himself and the clerks of the chancery	}	per ann.	333	6	8	} Rot. pat. 49 Hen. III.
	A baron of the exchequer		_____	40	0	0	
* 1272	A labourer	per day	0	0	1½	} Dugdale's Orig. juridic.	
	A harvest man	_____	0	0	2		
	Harrowing with one horse	_____	0	0	10		
1274	A bible in 9 vol. fairly written, with a gloss or comment, 50 marks	}	33	6	8	} Stow's Annales.
1275	Rent of a house in Milk-street occupied by the lord-mayor of London		per ann.	1	0	0	
In the reign of Alexander III, 1249—1286	Oats in Scotland	}	boll †	0	0	4	} Stow's Survey of London, p. 530, ed. 1618.
	Barley		_____	0	0	8	
	or		_____	0	0	10	
	Wheat usually		_____	0	1	4	
	when scarce		_____	0	1	8	
1280	The chancellor and barons of the exchequer, each.	}	per ann.	40	0	0	} Wyntown's Cronykil, V. i, p. 401.
	The remembrancer, for self and clerks . . . . .		....	40	0	0
1281	Portion of Margaret, princess of Scotland, married to Eric king of Norway, 14,000 marks, to be carried to Norway at the expense of the king of Scotland	}	9,333	6	8	} Madox's Hist. exch. c. 21.
	For one half of the portion the king of Scotland might, at his option, assign to the king of Norway, during the marriage, rents of lands amounting to a tenth part of the money, or 700 marks yearly, which was actually done.						
	The princess was to have a jointure of 1,400 marks.						} Fœdera, V. ii, pp. 1079, 1090.—Prynne's Hist. of K. John, &c. p. 518.
	In both these stipulations an annuity upon the life of Margaret, then in her twenty-first year, is valued at ten years purchase.						
1283	A slave and his family sold by the abbat of Dunstable for	}	0	13	4	} Ann. Dunst.

* Fleetwood, on the authority of an anonymous writer, states the price of wheat in 1270 from £4:16:0 to £6:8:0, a quarter, which seems incredibly high. M.

Paris, a far superior author, marks that year, and the preceding and following ones, as abundant.

† For the quantity of the boll see below at A. D. 1284, note.

A. D. 1283	Chief justice of the common pleas . . .	per ann.	£40	0	0	} Dugdale's Orig. jurid.
	A justice of the common pleas . . .	—	40	0	0	
1284	<i>An ordinary horse in Berwick</i>	1	0	0	} Statuta Gildæ, cc. 18, 24, 26.
	<i>A carcase of mutton in do.</i>					
	<i>from Easter to Whitsunday</i> . . .	....	0	1	4
	<i>from Whitsunday to St. James's</i>					
	<i>day</i> . . . . .	....	0	1	0
	<i>thence to Michaelmass</i> . . . . .	....	0	0	10
	<i>thence to Easter</i> . . . . .	....	0	0	8
	<i>Ale in Berwick</i>					
	<i>from Easter to Michaelmass</i> . . .	gallon *	0	0	2	} Stow's Survey, p. 923, ed. 1618.
	<i>the rest of the year</i>	—	0	0	1	
1285	Grinding a quarter of wheat	0	0	0½	} Knyghton, col. 2467.
1286	† Wheat	quarter	0	2	0	
	by a great storm it rose to . . .	—	0	16	0	} Trivet Annals.
1288	Wheat in some parts of England . .	—	0	1	8	
A very plentiful year.	in other parts	—	0	1	4	} Stow's Annales.
	and in others	—	0	1	0	
	in the west and north parts . . .	—	0	0	8	} Ann. Waverl.
	Barley	—	0	0	6	
	Oats	—	0	0	4	} Dugdale's Warwick.
	Wheat at London when dearest . .	—	0	3	4	
	Wheat at Waverley in Surrey . . .	—	0	2	0	} Liber contrarotul. de anno 18 Edw. 1, in Rymer's Collectanea manuscripta, V. ii, p. 287.
	Wheat	quarter	0	6	0	
1289	Rye	—	0	5	0	} Dugdale's Warwick.
	Barley	—	0	3	0	
	Beans and peas	—	0	2	8	
	Oats	—	0	2	0	
	A swan	—	0	3	4	
	A duck	—	0	0	1	
1290	Wine, 31 tuns 1 pipe	tun	2	3	4	} Liber contrarotul. de anno 18 Edw. 1, in Rymer's Collectanea manuscripta, V. ii, p. 287.
	Ale, bought at Norwich, 10 tuns	—	0	15	10	
	Wheat, 50 quarters	quarter	0	4	10	
	White peas, 3 quarters	—	0	4	6	
	Blanched beans, ½ quarter . . .	—	0	11	2	
	Beef, 15 carcases	carcase	0	7	4½	
	Fish of Aberdeen, 4 C. †	hundred	1	9	0	
	Stock fish, 2 C.	—	0	9	0	
	Herrings, ½ last	last	3	0	0	
	Sturgeon, 1 barrel	barrel	1	0	0	
	Whale, 50lb. for . . .	—	0	11	8	
	Cheese, 4 weyes ('ponderibus') .	weye	0	7	0	
	Salt, 2 weyes	—	0	8	0	
Stores, &c. of a vessel fitted out at Yarmouth in order to convey Margaret, the infant queen of Scotland, from Norway.	Total expense of the above and } all the other stores	120	19	5½	} Dugdale's Warwick.
	Commander of the vessel	per day	0	0	6	
	Seamen, 40, each	—	0	0	3	

* The Latin word is *lagena*, the quantity of which has been much disputed. Both in England and in Scotland it was evidently synonymous with *gallon*. For England we have the respectable authority of *M Paris*, p. 937—'Menfuras vini five cerevisie, quas *lagenas* vel *galones* appellamus.' For the identity of them in Scotland compare *Fordun*, p. 990 with *Wintonen*, V. ii, p. 118, and *Boquar's Scotichronicon*, V. ii, p. 223; or *Statuta Rob. III.*, c. 22 ap. *Skene*, with *AA Ja. I.*, c. 70, ed. *Murray*.—See also other examples in *Arnot's Hist. of Edinburgh*, p. 90, note §8. In Scotland the antient *lagena* was capable of holding as much water as weighed 12 pounds: and 12 *lagenæ* made 1 boll. In process of time these measures were enlarged, and probably became irregular. In the year 1426 King James I established a standard at a medium between the old measure and the large one then in use, whereby the boll was appointed to contain 164 pounds (16 ounces each) of water, which is stated to be 41 pounds more than the old measure. The gallon was at the same time fixed to weigh 20½ pounds of water.

It is to be regretted, that the Scottish statutes regulating the assizes of weights and measures are so inaccurate, that, when strictly examined, disagreements are found even in the same act.

I have not been able to discover, when the present Scottish gallon, which contains somewhat more than 3½ gallons of English wine measure, was introduced. The want of a history of weights and measures renders all our observations upon the relative value of goods and money exceedingly defective.

† Knyghton [col. 2468] says that the price of corn began to be very high this year, and continued generally high for about forty years.

‡ The Aberdeen fish are classed among hard fish (i. e. fish cured dry) in the accounts of King Edward's military stores. [*Liber garderobæ* Edw. I, p. 118] Probably *haberdine*, a name applied to dry fish, is a corruption of Aberdeen.

OF PRICES, &c.

A. D. 1291	Board for a boy in Berwick . . .	per ann.	£1	6	8	Ryley, Plac. pp. 146, 147.
1292	Ale, 1½ gallon, for	0	0	1	{ Anderson's Dipl. Scotiæ, pref p. 82.
	Cathedral clock at Canterbury . . .	....	30	0	0
1294	Wheat (a grievous famine) . . .	quarter	1	0	0	Dart's Canterb. App. p. 3.
	Allowance to the monks, whose } priors were seized	per week	0	1	6	Fleetwood, p. 147.
1295	Justiciary (or viceroy) of Ireland .	per ann.	500	0	0	Rot. pat. 22 Edw. I.
	A hen in Roksburgh-shire	0	0	0½	{ Hailes's Annals, V. i, p. 310.
	Wine	gallon	0	0	4	
						{ Arnot's Hist. of Edinb. p. 90.
1297	Jointure of Elizabeth countess of } Holland, daughter of King } Edw. I	per ann.	8,000	0	0	Rot. pat. prim. 10 Edw. I.
1298	An ox	0	6	8	{ Dugdale's Monasticon, V. ii, p. 403.
	A cow . . . . .	....	0	5	0
	A heifer . . . . .	....	0	2	0
	A sheep . . . . .	....	0	1	0
1299	Chief justice of the king's bench .	-----	50	0	0	{ Dugdale's Orig. jurid.
	Chief justice of the common pleas	-----	100	0	0	
	' This yeere was made an act of ' common counsell for prices of vic- ' tualles to be sold at London, by ' consent of the king and nobilitie, ' concerning the price of powltrie.'					
	A fat cock . . . . .	....	0	0	1½
	Two pullets	0	0	1½	{ Stow's Annales.
	A fat capon . . . . .	....	0	0	2½
	A goose . . . . .	....	0	0	4
	A mallard . . . . .	....	0	0	1½
	A partridge . . . . .	....	0	0	1½
	A pheasant . . . . .	....	0	0	4
	A heron . . . . .	....	0	0	6
	A plover . . . . .	....	0	0	1
	A swan . . . . .	....	0	3	0
	A crane . . . . .	....	0	1	0
	Two wood-cocks . . . . .	....	0	0	1½
	A fat lamb from Christmas to } Shrovetide . . . . .	....	0	1	4
	the rest of the year . . . . .	....	0	0	4
	Jointure of the queen of Eng- } land, £18,000 Turon, value } 5s per £	per ann.	4,500	0	0	Fædera, V. ii, p. 854.
1300	Wheat	quarter	0	3	4	{ Liber quotidianus contratulatoris garderober, anno regni regis Edwardi Primi vicesimo-octavo, ed. Soc. Antiq. London. 1787.
	Oats	-----	0	1	8	
	Barley	-----	0	3	4	
	Peas and beans	-----	0	1	8	
	Rye	-----	0	5	0	
	Flour	-----	0	4	0	
	Malt	-----	0	3	0	
	Ale	tun	0	6	8	
	Wine	-----	2	0	0	
	Salt	quarter	0	2	6	
	Salt made at Yarmouth	weye *	0	10	0	
	Dunnage and portorage in } shipping salt	per weye	0	0	8	
	Sea coal at Berwick	quarter	0	0	6	
	Oxen	carcase	0	5	0	
	Bacon	-----	0	2	2	
	Salted salmon	each	0	0	8	
	Herrings in Wales	thousand	0	5	0	
	Iron	stone	0	0	5	
	Steel	bundle	0	1	3	
	Horse shoes	hundred	0	8	7	
	Nails for them	thousand	0	1	3	

* The weye is explained as equal to five quarters.

A. D. 1300	Horses for the king's service . . .	each	£5 6 8	to £12 0 0
	Horses for the queen	—	12 13 4	to 16 13 4
	A mule for the king . . . . .	....	5 6 8	
	A horse presented by the king to a knight of Gascoigne . . . }	....	33 6 8	
	Another presented to the admiral of the Cinque ports . . . }	....	2 13 4	
	Milk goats	each	0 3 0	
	Keeper of them	per day	0 0 2	
	Canvass	ell	0 0 3	
	Linen cloth	—	0 0 4	
	Parchment	dozen	0 1 0	to 0 1 6
	A primer for the prince of Wales, now 15 years 11 months old . }	....	2 0 0	
	red herrings from Yarmouth to Kingston upon Hull . }	last	0 2 0	
	Stowage, levage, pilotage, lighterage, portorage, &c. at both ports }	—	0 1 6	
	corn from Gainsburgh to Berwick }	quarter	0 1 0	
	two vessels with 900 quarters of corn from Harwich to Berwick, and making the corn-rooms in them . }	....	45 0 0	
	nine vessels with 2,900 quar- ters of various corns from Yarmouth and Lynne to Berwick . . . . }	....	34 13 4	
	thirteen vessels with 3,495 quarters of various corns from Boston, Grimsby, Gainsburgh, and Wain- fleet, to Berwick . . . }	....	86 18 8½	
	Dunnage for the 13 vessels . . .	....	2 10 8	
	Constable of Roksburgh . . .	per day	0 4 0	
	Constable of Jedburgh . . .	—	0 2 0	
	A knight	—	0 2 0	
	An esquire with a covered horse .	—	0 1 0	
	A cross-bow-man	—	0 0 3	to 0 0 4
	An archer	—	0 0 2	
	Chaplain, carpenter, and smith, at Berwick, each }	—	0 0 4	
	An engineer	—	0 0 9	
	Carpenter, mason ('cementarius'), and smith, each }	—	0 0 6	
	Their journeymen, each . . .	—	0 0 4	
	A hodman	—	0 0 2	
	Master miner	—	0 0 6	
	Journeyman miner	—	0 0 3	
	Ditcher ('fossator')	—	0 0 2	
	Woman assisting the ditchers .	—	0 0 1	
	Admiral of the Cinque-ports fleet of thirty vessels }	—	0 2 0	
	Four captains, who seem to have acted as subordinate admirals, each }	—	0 1 0	
	Commander of a vessel in the king's service }	—	0 0 6	
	Seaman	—	0 0 3	
	Chaplain of the fleet	—	0 0 6	
	King's surgeon, fixed salary . . .	per ann.	1 0 0	

Liber quotidianus contratulatoris garderobæ, anno regni regis Edwardi Primi vicesimo-octavo, ed. Soc. Antiq. Londin. 1787.

OF PRICES, &c.

A.D. 1300 All people in the king's service had also allowances for clothing, proportioned to their stations.

Compensations paid by the king for { two black war horses, }
{ dead in the service . }
{ one sorrel war horse do. }
{ a field of oats in Cumber- }
{ land destroyed by the }
{ army' }

A silver cup, weight 6 marks
Another, weight 12 marks 2 oz.

The workmanship of the first appears to be valued at £56; and of the second, at 110: 10: 2

1302 Wheat
Malt ground
Peas
Oats
A bull
A cow
A fat sheep
An ewe
A capon
A cock or hen.

Ransom of John Franceys an English gentleman, taken prisoner by the Scots at Roslin

1303 Good wine at Perth

1306 Edward I settled on his son Thomas in lands and rents 10,000 marks

and on his son Edmund 7,000 marks
He at the same time settled the portion of his daughter Alienore to be 10,000 marks at her marriage, with 5,000 more for her apparel, in all

He settled on his daughter Mary, who was a nun
together with 20 tuns of wine and 40 oaks for firewood.

* Allowances to Scottish prisoners.

{ Elizabeth, the wife of Robert king of Scotland, for herself and her family }

{ The bishop of St. Andrews }

{ — for his valet }

{ — for his serving boy }

{ — for his chaplain }

{ The bishop of Glasgow had the same allowances.

{ Sir William Moray of Sanford }

{ and for his robe }

{ Fergus of Ardrossan }

{ and for his robe }

{ William Giffard }

{ Gilchrist de la Quisme and Adam Pychard, each }

{ William archdeacon of Tiviotdale }

.... £93 6 8
.... 53 6 8
per acre 6 0 0
.... 60 0 0
.... 118 13 6

quarter 0 4 0
0 3 4
0 2 6
0 2 0
.... 0 7 4
.... 0 6 0
.... 0 1 0
.... 0 0 8
.... 0 0 2
.... 0 0 1½

.... 26 13 4

gallon 0 0 4

per ann. 6,666 13 4

4,666 13 4

.... 10,000 0 0

per ann. 200 0 0

weekly 1 0 0

dayly 0 0 6

0 0 3

0 0 1½

0 0 1½

0 0 4

per ann. 1 0 0

dayly 0 0 3

per ann. 0 13 4

dayly 0 0 3

0 0 2

0 0 3

Liber quotitidianus contrarotulatoris gardero-bæ, anno regni regis Edwardi Primi vicesimo-octavo. ed. Soc. Antiq. London. 1787.

Dugdale's Hist. of St. Paul's, p. 32.

Ryley Placita coronæ, p. 302.

Wyntown, V. ii, p. 118.

Fædera, V. ii, pp. 1018, 1019.

Fædera, V. ii, p. 903; V. iii, p. 29.

Fædera, V. iii, p. 385.

Fædera, V. ii, p. 1015.

Fædera, V. iii, p. 210.

* I have placed all these allowances to prisoners together, though the vouchers for them are of different dates in the Fædera. They were all taken prisoners in the

course of the year 1306. N.B. The queen of Scotland was treated only as a countess in England.

A. D. 1309

Wheat, 53 quarters.	quarter	£0 7 2
Malt, 58 quarters	—	0 6 0
Wine, 11 tuns	tun	2 3 7½
Oats, 20 quarters	quarter	0 4 0
Spiceries, total. . . . .	....	28 0 0
Wax, 300 lb.	lb.	0 0 6½
Almonds, 500 lb.	—	0 0 1¼
Oxen, 30 carcases	carcase	0 18 0
Hogs, 100	—	0 3 2¼
Sheep, 200	—	0 3 0
Geese (or auks 'aucis') 1000	—	0 0 3¼
Capons and hens, 500	—	0 0 3
Pullets, 473	—	0 0 1½
Pigs, 200	—	0 0 6
Swans, 34	—	0 4 1½
Rabbits, 600 <i>£xv</i> *	—	0 0 6
Shields of braun, 17 . . . .	....	0 3 10
Partridges, mallards, bit- terns, and larks, total . . .	....	18 0 0
Earthen pots, 1000, total . .	....	0 15 0
Salt, 9 quarters † ('summas') total . . . . .	....	0 10 0
Wooden bowls ('ciphis') 400	....	no price
Dishes and plates 3300	....	no price
Faggots and goss or furze for the fires ('scopis et gachis' ‡)	total	8 4 0
Fish, cheese, milk, garlic . .	—	2 10 0
Eggs, 9600	100	0 0 11¼
Saffron and pepper	total	1 14 0
Coals, 'doleis', § and setting up furnaces . . . . .	....	2 8 0
300 ells of canvass ('can- eum' ||) . . . . .	ell	0 0 3½
Setting up tables, tressels and dressers . . . . .	....	1 14 0
Given to the cooks and their boys . . . . .	....	6 0 0
and to the minstrels . . . .	....	3 10 0
The whole expense of the feast was . . . . .	....	287 5 0
There were above 6,000 guests, who appear to have had 3,000 dishes, i. e. a dish set between every two who sat opposite to each-other. The prior appears to have paid high prices for many of his articles.		
A pair of shoes . . . . .	....	0 0 4
Pay of a man at arms	dayly	0 0 10
— a cross-bow man	—	0 0 3
— an archer or long-bow man .	—	0 0 2
A cross-bow ('balista') . . . .	....	0 3 8
Quarrells (arrows with heavy square heads)	hundred	0 1 6

Thorn, Chron. col. 2010,
and also in Leland's
Collectanea, V. ii, p. 34.

Spelm. Gloss. vo. Vatar-
rius.

Fædera, V. iii, p. 211.

* Instead of *£xv* read *£v*; and then the rabbits will be 2d a piece, at which price, I find, they were sold about that time from old accounts in Merton college. [M. S. note written in my copy of Fleetwood by a former possessor of it.] Fleetwood also saw the mistake.
† There seems an error in the quantity or the price.
‡ These words, which Fleetwood could make nothing

of, are so translated by a former owner of my copy of his *Chronicon preciosum*. Spelman has *gagium* and *gaium*, which, he says, mean a very thick wood.
§ Apparently old tuns or other casks, used as fire wood.
|| Hearne [in l. el. Coll. copying from a very ancient printed copy, has 'canvis'.

BLE OF PRICES, &c.

A. D. 1314

Reduced prices fixed by parliament.

A good ox, grass-fed . . . .	....
stall-fed with corn . . . .	....
A fat cow . . . . .	....
A fat hog of two years old . . . .	....
A fat sheep shorn . . . . .	....
with the wool . . . . .	....
A fat goose ('auca') . . . . .	....
A good capon . . . . .	....
A good hen . . . . .	....
A pair of chickens . . . . .	....
Pigeons	each
Eggs	dozen

0	16	0
1	4	0
0	12	0
0	3	4
0	1	2
0	1	8
0	0	2½
0	0	2
0	0	1
0	0	1
0	0	0½
0	0	0½

In the city

£0	0	3
0	0	2½
0	0	1½
0	0	1½
0	0	0½
0	0	0½

Walsingham, p. 502—Stow's
Annales.

The regulation increased the scarcity, which it was intended to remove. The country people would not bring in provisions, and what was sold was dearer than before.

Wheat, beans, and peas	quarter	1	0	0
Malt	—	0	13	4
Salt	—	1	15	0

Walsingham, ubi supra.

1315 The act regulating the prices of provisions was repealed

Wheat	bushel	2	0	0
Salt (said to be an unheard of price)	—	0	2	6

Triveti contin.

184 tuns 1 pipe of red or claret wine, and 1 tun of white wine, expended in the earl of Lancaster's house

total	104	17	6
-------	-----	----	---

Stow's Survey, p. 133, ed. 1618.

6 barrels of sturgeons, ditto

gallon	19	0	0
—	0	0	2

1316 Small ale

Better ale from 3d to

—	0	0	4
—	0	0	1

Walsingham, p. 108.

The king ordered that ale should be sold at

and that no wheat should be malted.

Wheat

quarter	1	12	0
—	2	4	0

Fabyan.

1317 Wheat at Leicester on a Sunday

 on the Wednesday following

—	0	14	0
—	2	13	4

Knyghton, col. 2534.

 in some other places

—	2	13	4
—	4	0	0

Fabyan.

This year there was an early harvest, and wheat fell from

—	0	6	8
—	3	4	0

Stow's Annales.

to

—	0	6	8
—	3	4	0

and oats from

—	0	5	4
—	0	6	8

Chart. Aberbroth. qu. in Hailes's Ann. V. ii, p. 270.

to

—	0	5	0
—	0	6	8

An or in Scotland

....	0	6	8
....	0	5	0

A cow in ditto

....	0	6	8
....	0	5	0

1318 The king's leopard 6d, the keeper 1½

per day	0	0	7½
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Madox's Hist. c. 10, § 12.

1321 Jointure settled by the earl of Pembroke on his wife, the daughter of Guy de Chastillon

per ann.	2,000	0	0
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Rot. pat. sec. 14 Edw. II.

1326 A hen

....	0	0	1½
....	0	0	1

A cock

....	0	0	1
....	0	0	3

Arable land in Kent, rent

per acre	0	0	3
—	0	0	6

Lambard's Perambulation of Kent, p. 541.

to

—	0	0	6
—	0	0	1

Pasture land

—	0	0	1
—	0	0	10

Meadow — 4d to

—	0	0	10
—	0	0	10

Allowance to Edward II, when deposed, 100 marks

monthly	66	13	4
---------	----	----	---

Murimuth, p. 70.

1327 The physician of Edward III. . . .

per ann.	£100	0	0
tun	3	0	0

Fæd. V. iv, p. 274, 307.

Wine

last	25	0	0
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Hides

A. D.	1306	<i>The chamberlain of Scotland,</i>	per ann.	166	13	4	{ Lord Hailes's Inquiry into Ll. Malcolm, p. 44.
	and 1329	<i>during the reign of Robert I.</i>					
1328		<i>Dowry of Johanna, married to David prince of Scotland.</i>	—	2,000	0	0	{ Fædera, V. iv, p. 354. MS. qu. in Arnot's Hist. of Edinb. p. 91.
		<i>Herrings in Scotland</i>	hundred	0	1	6½	
		<i>44 beeves bought for the wedding of David prince of Scotland.</i>	total	20	0	10	{
1329		<i>A horse</i>	....	0	5	0	
		<i>to</i>	....	0	13	4	{
		<i>An ox</i>	....	0	10	0	
		<i>A sheep</i>	....	0	1	2	{
		<i>to</i>	....	0	2	0	
		<i>A hog</i>	....	0	6	8	{
		<i>A porpoise</i>	....	0	5	0	
		<i>A swan</i>	....	0	6	1	{
		<i>A barrel of sturgeon</i>	....	3	10	0	
		<i>Herrings salted</i>	last	3	9	0	{
		<i>to</i>	—	4	0	0	
		<i>Hard fish</i>	thousand	6	13	4	{
		<i>Salmon</i>	hundred	3	9	0	
		<i>Cheese</i>	stone	0	1	0	{
		<i>Wax</i>	—	0	4	6	
		<i>Honey</i>	gallon	0	3	3	{
		<i>Olive oil</i>	—	0	3	10½	
		<i>Vinegar</i>	—	0	1	0	{
		<i>Verjuice</i>	—	0	1	7½	
		<i>Apples</i>	barrel	0	3	9	{
		<i>Saffron</i>	pound	0	5	0	
		<i>Pepper</i>	—	0	1	2	{
		<i>Mace</i>	—	0	4	0	
		<i>Ginger</i>	* —	0	0	9½	{
		<i>Nutmegs</i>	—	0	4	10½	
		<i>Loaf sugar</i>	—	0	1	9½	{
		<i>Confections of various kinds</i>	—	0	2	5	
		<i>Rice</i>	—	0	0	1¼	{
		<i>Meal</i>	boll	0	1	7	
		<i>Barley</i>	—	0	2	5	{
		<i>Oats</i>	—	0	0	11	
		<i>White peas</i>	—	0	2	4	{
		<i>Wine</i>	tun	2	0	2½	
		<i>to</i>	....	4	0	0	{
		<i>Woolen cloth dyed</i>	yard	0	6	2½	
		<i>Silk</i>	—	0	5	0	{
		<i>Pay of watchmen in Berwick castle</i>	per day	0	0	3	
		<i>the keeper of the king's lion</i>	per ann.	6	13	4	{
		<i>Paid to minstrels at the coronation</i>					
		<i>by the king</i>	....	20	0	0	{
		<i>by the queen</i>	....	10	0	0	
		<i>A set of plough irons</i>	....	0	2	0	{
1332		<i>Portion of Alienora, sister of King Edw. III, married to the earl of Gelder</i>	....	10,000	0	0	
1333		<i>King's physician, a pension for life</i>	....	100	0	0	{
1334		<i>Keepers and porter of Woodstock park, each</i>	per day	0	0	2	
		<i>Gardener (only one mentioned)</i>	—	0	0	1	{
1335		<i>Allowance to the earl of Moray, a prisoner in England</i>	—	0	0	4	
1336		<i>Wheat in London</i>	quarter	£0	2	0	{
		<i>A fat ox in do.</i>	....	0	6	8	

* In 1331 mace rose to 6s, and ginger to 20s, a pound.

OF PRICES, &c.

A. D. 1336	A fat sheep, 6d to	0 0 8	} Fabyan.
	Pigeons	dozen	0 0 2	
	A fat goose . . . . .	....	0 0 2
	A pig . . . . .	....	0 0 1
1338	Allowance from King Edward to 32 students at Cambridge, each	per day	0 0 2	} Rot. pat. prim. 12 Edw. III, m. 27.
	Bounty given by the king to the messenger announcing the birth of his third son . . . . .	....	100 0 0
	Ransom of Richard Talbot, taken prisoner by the Scots	2,000 0 0	Wyntown, V. ii, p. 210.
	Wheat	quarter	0 3 4	} Knyghton, col. 2573.
	Barley and oats	—	0 0 10	
	Beans and peas	—	0 1 0	
	Wool taken by the king, a forced price	st. of 14 lb.	0 2 0	Stow's Annales.
1339	Wool	tod of 28 lb.	0 10 0	} Smith's Wealth of nations, V. i, p. 363, ed. 1793 *.
	To be delivered by contract at Berwick and Leith. { Wheat and malt	quarter	0 9 0	
	{ Oats, beans, peas	—	0 5 0	Cotton's Abridgement, p. 21.
	N. B. These prices include the freight.			
1340	Pension to Alicia, countess of Menteth	per week	1 6 8	Fædera, V. v, p. 168.
	Pension to Mary, countess of Fife	—	2 0 0	} Fædera, V. v, pp. 182, 250.
	besides allowance for clothing and the use of a manor. She was grand daughter of Edw. I king of England.			
1342	Wine of Gascoigne in London	gallon	0 0 4	} Stow's Survey, p. 928.
	Rhenish wine in do.	—	0 0 6	
	Military pay of { an earl	per day	0 8 0	} Fædera, V. v, p. 327.
	{ a banneret	—	0 4 0	
	{ a knight	—	0 2 0	
	{ an esquire	—	0 1 0	
	{ an archer	—	0 0 6	
1343	An ox	—	0 8 0	} Kennet's Paroch. Antiq. pp. 456, 458.
1344	A cow	—	0 5 0	
1345	Pay of an ambassador for negotiating a marriage with Spain, before he went abroad	per day	0 13 4	Fædera, V. v, p. 471.
	when abroad	—	1 0 0	} Fædera, V. v, p. 485.
	besides allowance for passages. King's apothecary, a pension for life	—	0 0 6	
1347	Pay of the army of England against Scotland. { Edward Balliol, under the title of King of Scotland	—	0 16 0	} Fædera, V. v, p. 557.
	{ G. Umfraville, under the title of earl of Angus, and some other commanders, each	—	0 6 8	
	{ bannerets, &c. as in A. D. 1342.	—		
	{ an archer on horseback	—	0 0 4	
1348	There was a dreadful pestilence, and things were sold for almost nothing.			} Knyghton, col. 2599.
	A horse, formerly worth 40 <i>l</i> . . . . .	....	0 6 8
	A good fat ox . . . . .	....	0 4 0
	A cow . . . . .	....	0 1 0
	A heifer	0 0 6	

* See his remarks on the price of wool in the place quoted.

APPENDIX, N^O. III.

A. D. 1348	A fat wether	£0 0 4	
	An ewe . . . . .	....	0 0 3	
	A lamb . . . . .	....	0 0 2	
	A large hog . . . . .	....	0 0 5	
	Wool	stone	0 0 9	
	An ox hide . . . . .	....	0 1 0	
	A pair of shoes 10d to . . . . .	....	0 1 2	
	A pair of boots 3s to . . . . .	....	0 4 0	
	The mortality was so great that the cattle were left to wander through the fields and the corn, for want of keepers. In harvest Reapers could not be got under Mowers			
	and victuals found for them; so that much of the corn was left uncut.			
	The pay of a chaplain rose from } 4 or 5 marks to	per day	0 0 8	Knyghton, col. 2599.
	and even	—	0 1 0	
	No priest would accept a vicarage } under	—	13 6 8	
	and upwards to	—	20 0 0	
	till a great accession of laymen, whose wives had died, increased the number of clergymen.			
1349	Rent of fishmonger's shops in } London	—	0 4 0	Stow's Survey, p. 661.
	to	—	0 5 0	
1351	The statute of labourers*, enacted this year, compelled all workmen to serve for the same wages, which had been usual in the last ten years, and to accept their wages either in money or in wheat, at the option of their employers: but the wheat was never to be rated higher than 10d a bushel, or			
	Weeders and hay makers	per day	0 0 1	Stat. 25 Edw. I, stat. 1, cc. 1—9.
	Mowers by the acre, or	day	0 0 5	
	Reapers of corn in the first week } of August	—	0 0 2	
	and after that	—	0 0 3	
	For threshing wheat and rye	quarter	0 0 2½	
	— barley, beans, peas, } and oats	—	0 0 1½	
	A master free mason	per day	0 0 4	
	Master carpenters, masons, tilers, } thatchers, plasterers, &c.	—	0 0 3	
	Inferior carpenters, &c.	—	0 0 2	
	Their servants or boys	—	0 0 1½	
	all without meat or drink.			
	‘ A perpetual annuity of eight marks sterling, £5:6:8, secured on land, was purchased for one hundred and twenty marks, in Scotland, being just fifteen years' purchase.’			
	....		80 0 0	Chart. Morav. qu. in L ^d . Hailes's Annals, V. ii, p. 275.

* This statute is surely a better evidence of what was reckoned in those times a moderate price of grain, than the prices of some particular years, which have generally been recorded by historians and other writers on account of their extraordinary dearth or cheapness, and from

which, therefore, it is difficult to form any judgement concerning what may have been the ordinary price. [Smith's Inquiry into the nature and causes of the wealth of nations, V. i, p. 278, ed. 1793]

OF PRICES, &c.

A.D. 1357 Ransom of David II king of Scotland, taken prisoner at the battle of Durham in 1346, settled at 100,000 marks to be paid in ten years: but by subsequent treaties the principal sum, with the penalties incurred by delay of payment, was settled at		£100,000	0	0	} Fædera, V. v, p. 416 & V. vii, p. 417.	
payable at the rate of £4,000 every year: and the whole of this enormous sum was actually paid, and a full discharge given for it in the year 1383.						
Pension to a carpenter crippled in the king's service		per day	0	0	1½	} Rot. pat. prim. 31 Edw. III, m. 5.
1359	Pay of H. Percy keeper of Berwick castle	per ann.	66	13	4		} Aylofffe's Calendar, p. 223.
King's surgeon		per day	0	1	0	} Rot. pat. sec. 33 Edw. III, m. 27.
and moreover		per ann.	5	13	4	
1360 Ransom of John King of France, taken prisoner at the battle of Poitiers in 1356, three millions of golden crowns, each equivalent to half an English noble, to be paid by installments in 21 years, and the money to be carried at the expense of France.*			500,000	0	0	} Fædera, V. vi, pp. 185, 222.
A horse for military service		per day	1	0	0		} Blount's Tenures, p. 125.
Master carpenters		per day	0	0	4	} Stat. 36 Edw. III, c. 8.
Their servants		per day	0	0	2		} Blount's Tenures, p. 29.
1361	A young bull, or a heifer	per day	0	0	10	} Kennet's Paroch. Antiq.
1363	A hen	per day	0	0	0½		} Walsingham, Ypod. p. 525.
A hog		per day	0	1	0	} Dugdale's Orig. juridic.
Wheat		quarter	0	15	0		} Fædera, V. vi, p. 478.
1364	Salary of the chief baron and other barons of the exchequer	per ann.	40	0	0	} Dugdale's Orig. juridic.
1365	Prices allowed by King Edward to be paid for falcons, according to the various species from 6/8 to	per ann.	1	0	0		} Fædera, V. vi, p. 567.
1367	Salary of a justice of the common pleas	per ann.	40	0	0	} Walsing. Ypod. p. 527.
of the chief justice of the king's bench		per ann.	66	13	4		} Stow's Annales.
of a justice of the king's bench		per ann.	40	0	0	} Chart. Aberb. qu. in L ^d . Hailes's Annals, V. ii, p. 277.
Pension to Geoffrey Chaucer for life		per ann.	13	6	8		} Stow's Survey, p. 586.
1369	Wheat	quarter	1	4	0	} B. Willis in Leland's Coll. V. vi, p. 125, ed. 1715.
and		per ann.	1	0	0	
Barley		per ann.	0	13	4	} B. Willis in Leland's Coll. V. vi, p. 125, ed. 1715.
Oats		per ann.	0	8	0		} B. Willis in Leland's Coll. V. vi, p. 125, ed. 1715.
1370	Salary of a judge appointed to administer justice in the court of the abbey of Aberbrothock	per ann.	1	0	0	} B. Willis in Leland's Coll. V. vi, p. 125, ed. 1715.
1373	Rent of a garden in the city of London measuring 95 by 9½ ells	per ann.	0	6	8		} B. Willis in Leland's Coll. V. vi, p. 125, ed. 1715.
1376	Land of 40 marks a year valued at 1000 marks, or twenty-five years' purchase	per ann.	666	13	4	} B. Willis in Leland's Coll. V. vi, p. 125, ed. 1715.
		per ann.	666	13	4		} B. Willis in Leland's Coll. V. vi, p. 125, ed. 1715.

* A part of the ransom, still unpaid in 1401, was demanded by Henry IV. [Fædera, V. viii, pp. 230, 267.]

A. D. 1376	Edward III bought the lord of Poys, a French prisoner, for and sold him again for 1000 marks	£1,500	0	0	} Fædera, V. vii, pp. 103, 121.
		....	666	13	4
1379	Wheat	quarter	0	4	0	} Stow's Annales.
	White wine	gallon	0	0	6	
	Red wine	—	0	0	4	
1382	Wine of Gascoigne, Oseye, and Spain	tun	4	0	0	} Fædera, V. vii, p. 378. See above, V. i, p. 592.
	or according to quality up to	—	5	0	0	
	and by retail for the best	gallon	0	0	6	
	Wine of Rochelle	tun*	2	13	4	
	or according to quality up to	—	4	0	0	
	and by retail for the best	gallon	0	0	4	
	Rhenish wines, being in casks of uncertain measure, whether in wholesale or retail, never to exceed	—	0	0	6	
	For wines carried into the country an allowance of $\frac{1}{2}d$ for every 50 miles on the gallon.					
1383	Sweet wines	—	0	0	6	
	Master of the king's carpenters	per day	0	1	0	} Rot. pat. prim. 7 Ric. II, m. 2.
1385	Assistant clerk of parliament	per ann.	5	0	0	
1387	Barley at Leicester	quarter	0	1	0	} Rot. pat. sec. 8 Ric. II, m. 45.
	Wine of Rochelle, by means of the capture of a fleet of French vessels	tun	0	13	4	
	Wheat	quarter	0	2	0	} Knyghton, col. 2692.— Stow's Annales.
	Barley	—	0	2	0	
	Rye ('siliginis' †)	—	0	1	0	} Knyghton, col. 2693.
	Peas	—	0	1	0	
	Red wine	gallon	0	0	6	} Stat. 12 Ric. II, c. 4. See V. i, p. 600.
	White wine of Rochelle	—	0	0	4	
1389	Bailif	per ann.	0	13	4	} Stat. 12 Ric. II, c. 4. See V. i, p. 600.
	Chief labouring husbandman	—	0	10	0	
	Carter and shepherd, each	—	0	10	0	
	Cow-herd	—	0	6	8	
	Swine-herd	—	0	6	0	
	Plough-driver at most	—	0	7	0	
	Woman labourer	—	0	6	0	} Knyghton, col. 2737.
	Dairy woman	—	0	6	0	
1390	Wheat at Leicester	quarter	0	16	8	} Stat. 1, 13 Ric. II, c. 10.
	and sometimes	—	0	13	0	
	Wheat at London	—	0	10	0	} Stat. 1, 13 Ric. II, c. 10.
	Wool, by imprudent restrictions upon the trade, reduced to	stone	0	3	0	
	and even to	—	0	1	8	} Stat. 1, 13 Ric. II, c. 10.
	Cogware and Kendal cloth	piece	0	3	4	
	to	—	0	5	0	
1400	Rent of a fishmonger's shop with an upper room ('solarium') in St. Michael's parish, London.	per ann.	0	16	0	} Madox's Formulæ, p. 118.
1401	Wheat	quarter	0	16	0	

* In this regulation the pipe and other smaller casks are directed to be sold in proportion to the price of the *delium* or tun. Hence it is evident, that *delium* does not signify pipe or butt of 126 gallons, as supposed by Fleetwood [p. 92 ed. 1745]. In Scotland, according to the assize ascribed to King David, the gallon ('*legena*') of wine was to be rated at one penny for every pound in the price of the *delium*

— which may thence be presumed to contain above 240 gallons of the measure then in use.

† *Siligo* with the ancient Romans was a kind of grain whiter and less nourishing than wheat. [See Ainsworth's *Dict. with the examples quoted*]. With the later writers it means rye: and for this explanation I am indebted to the manuscript notes of the former owner of my copy of Fleetwood.

E OF PRICES, &c.

A.D. 1402	Ransom of Sir Reginald Grey, taken prisoner by Owen Glendower, 10,000 marks	£6,666	13	4	Fædera, V. viii, p. 279.	
1403	Portion of Blanch, daughter of Henry IV, married to Louis, son of the emperor Rupert, 40,000 nobles	13,333	6	8	Fædera, V. viii, pp. 179, 221.	
	Her jointure, one tenth of her portion	1,333	6	8		
	Pension allowed by Henry IV to a converted Jewess	per day	0	0	2 Fædera, V. viii, p. 299.	
	Salary of Thomas, the king's son, as his lieutenant in Ireland	per ann.	8,000	0	0 { Rot. pat. sec. 4 Hen. IV, m. 3.	
1404	Jointure settled on Joan the queen of Henry IV, as other queens of England had had	6,666	13	4	{ Cotton's Abridgement, p. 430.	
Military pay of {	a banneret	per day	0	4	0	Fædera, V. viii, p. 389.
	a bachelor	0	2	0		
	a man at arms	0	1	0		
	an archer	0	0	6		
1406	Rent of a house and eight shops in Queen-lithe ward, London	per ann.	0	12	0 { Rot. pat. sec. 7 Hen. IV, m. 36.	
1407	A cow	0	7	0	Computus prioris Burcester, qu. in Kennet's Paroch. antiq. p. 518.	
	A calf	0	1	8		
	A cow and her calf	0	7	6		
	An ox	0	11	6		
	to	0	13	4		
	Salt	bushel	0	0		7½
	Wheat	quarter	0	3		4
	Wheat for sowing, about	0	4	5		
	Oats for sowing	0	2	0		
	A plough	0	0	10		
	A dung-cart complete	0	1	2		
	A pair of cart wheels	0	3	2		
	Wages of a thresher	per day	0	0	2	
1410	Ransom of the earl of Douglas, taken prisoner in 1403 at the battle of Shrewsbury, 1,000 marks	666	13	4	{ Ayloff's Calendar, p. 269.	
1411	Pepper (price fixed by parliament)	pound	0	1	8 { Cotton's Abridgem. p. 482.	
1412	Pepper, notwithstanding, rose to	0	4	0	Walsingham, p. 381.	
1413	Keeper of the king's clock ('horologii') at Westminster	per day	0	0	6 { Rot. pat. sec. 1 Hen. V, m. 7.	
	Keeper of the king's harriers, for life	0	1	0	{ Rot. pat. tertia, 1 Hen. V, m. 19.	
	besides the wages called 'folies'					
	Salary or allowance to the king's confessor, with an associate, and their servants attending in the palace, and for four horses and a hackney	per day	0	3	0	Fædera, V. ix, p. 72.
	reckoned by the year only	54	12	0		
	for their four grooms, each	per day	0	0	1½	
	and moreover for some small necessities	per ann.	5	16	0	
1414	A priest with cure of souls	5	6	8	Statute 2 Hen. V, st. 2, c. 2.	
	One without cure	4	13	4		
1415	Allowance for the support, clothing, education, and establishment, of James king of Scotland, while he was detained as a prisoner in England	700	0	0	Fædera, V. ix, p. 203.	

A. D. 1415

Military pay of	a duke	per day	£0 13 4	} Fædera, V. ix, pp. 223, 227 et seqq. 355; et passim.
	an earl	—	0 6 8	
	a baron or banneret	—	0 4 0	
	a knight	—	0 2 0	
	an esquire or man at arms	—	0 1 0	
	an archer	—	0 0 6	
	minstrels attending the army	—	0 1 0	
	physician and surgeon, each	per ann.	26 13 4	
	surgeon's assistants	—	13 6 8	
The commanding officers had besides their daily pay an annual allowance, called 'regard' *.				
	Pension to the king's nurse	per ann.	20 0 0	} Rot. pat. prim. 3 Hen. V, m. 13.
1416	Pension given to Thomas earl of Dorset, the king's uncle, on being created duke of Exeter } Wheat	—	1,000 0 0	
	Wheat	quarter	0 16 0	} Fabyan.
1420	Jointure settled by Henry V on his wife Catharine, princess of France, 40,000 crowns, each equal to half a noble	per ann.	6,666 13 4	
	besides 20,000 francs from his dominions in France.			} Fædera, V. ix, p. 916.
	Wine in Scotland	pint about	0 0 3½	
1421	Salary of the queen's confessor, a doctor in philosophy	per ann.	20 0 0	} Fædera, V. x, p. 148.
	Pension of the late king's minstrels, each	—	5 0 0	
1423	Ransom, or board, for James king of Scotland, detained as a prisoner in England	40,000 0 0	} Fædera, V. x, p. 287.
	to be paid in six years, and to be carried to London at the expense of Scotland.			
	Portion of Jane Beaufort, cousin of Henry VI, married to King James, 10,000 marks, to be allowed as the sixth and last payment of his ransom	6,666 13 4	} Fædera, V. x, pp. 299, 302, 323.
	Wheat	quarter	0 8 0	
	Malt	—	0 5 0	} Fabyan.
	A ram . . . . .	....	0 0 8
1424	Wheat in Scotland	boll	0 2 0	} Acts Ja. I—parl. 1st, c. 11. See V. 1, p. 639, note §.
	Rye, barley, peas	—	0 1 4	
	Oats	—	0 0 6	
	An ox . . . . .	....	0 6 8
	A sheep . . . . .	....	0 1 0
	A horse . . . . .	....	0 13 4
1425	A cow	0 8 0	} Madox Form. Anglic. p. 144.
	A colt in Oxford-shire . . . . .	....	0 8 0
	Two colts of	each	0 4 6	} Computus prioris Burcester, qu. in Kennet's Paroch. antiq. p. 572.
	A bay horse for the prior . . . . .	....	1 6 8
	Peas	quarter	0 2 2	
	Ox-hides . for 5 . . . . .	....	0 12 0
	Cow-hides . for 2 . . . . .	....	0 2 7
	— . for 3 . . . . .	....	0 4 8
	Calve-skins for 10 . . . . .	....	0 2 0
	Sheep-skins of 2 years old for 36 . . . . .	....	0 9 0
	Pure wool	tod of 28 lb.	0 9 6	

* The military pay was so high on account of the short continuance of the service, and the great expenses they were put to in preparing for a campaign. There was no half pay.

OF PRICES, &c.

A.D. 1425	Red wine	gallon	£0 0 8	} Computus prioris Bur- cester, qu. in Kennet's Paroch. antiq. p. 572.
	Sweet wine	—	0 1 4	
	Wages of a stone-cutter	per day	0 0 4	
	— a tiler and his two servants	—	0 0 10	
	— a sawyer	—	0 0 4	
	— a ploughman	—	0 0 1	
	For threshing wheat	quarter	0 0 3½	
	Wheat for making malt	—	0 4 0	
	Pullets, . for 20 . . . . .	....	0 1 8
	Woodcocks for 8 . . . . .	....	0 1 0
	A quarter of an ox to salt . . . . .	....	0 1 4
	A cade of red herrings (720 in the cade) . . . . .	....	0 8 0
	Raisins, for 12 lb. . . . .	....	0 1 1
	Russet cloth for the shepherd	yard	0 1 1	
	Gloves, 30 pair for servants . . . . .	....	0 4 0
	— 12 pair for the bishop's servants . . . . .	....	0 5 0
1427	Pension to the earl of Walachia, driven out of the Grecian em- pire by the Turks	per ann.	26 13 4	Fœdera, V. x, p. 374.
1429	Scarlet cloth	yard	0 14 0	Fœdera, V. x, p. 437.
1433	Paid for transcribing a copy of the works of Nicolas de Lira in two volumes, to be chained in the library of the Gray friars in London	66 13 4	Stow's Survey, p. 590.
1435 or 1436	Wheat, by an excessive wet harvest, rose to and the poor fed upon dried roots and herbs.	quarter	1 6 8	} Hist. Croyland. contin. p. 518.
	Wheat afterwards fell to which seems an usual price	—	0 5 4	
1437	Wheat might be exported, when not above	—	0 6 8	} Acts 15 Hen. VI, c. 2.
	Barley, when not above	—	0 3 0	
1438	Wheat in Aberdeen-shire	boll	0 7 0	} Records quoted in Sin- clair's Statistical ac- count, V. ii, p. 537.
	Oat meal in do.	—	0 4 0	
1439	Wheat	quarter	1 4 0	} Stow's Annales, p. 621.
	Oats	—	0 5 4	
	Malt	—	0 13 0	
	People fed more than ever on beans, peas, and barley; and the poor made bread of fern roots.			
1440	Ransom of the duke of Orleans, a prince of the blood of France, taken prisoner in 1415 at Agincourt, 100,000 nobles, or 200,000 French crowns, to be paid in six months	33,333 6 8	Fœdera, V. x, pp. 777; 783.
1444	Wheat	quarter	0 4 4	} Fleetwood.
	Oats	—	0 1 8	
	Peas	—	0 3 0	
	Peas for seed, 4/to	—	0 6 0	
	Malt	—	0 4 0	
	A calf . . . . .	....	0 2 0
	An ox . . . . .	....	1 11 8
	A pair of plough oxen . . . . .	....	1 3 0
	A porker without the head . . . . .	....	0 3 0
	Bacon	fitch	0 1 8	
	A goose . . . . .	....	0 0 3
	Pigeons	dozen	0 0 4	
	to	—	0 0 6	

A. D. 1444	A young swan	£0 3 0	} Fleetwood.	
	Ling, for 26 warp	1 10 4		
	Stock-fish hundred	0 17 6		
	Herrings barrel of 30 gall.	1 0 0		
	Salary of the king's physician . . . per ann.	100 0 0	} Fædera, V. xi, p. 69.	
1445	Wheat quarter	0 4 6		
	Oats	0 2 0	} Computus (E. C.) qu. by Fleetwood, p. 108.	
	Ale gallon	0 0 1½		
	Hay load	0 3 6½		
	Red herrings, for 3,000	1 11 0		
	Bullecks and heifers, average at	0 5 0		
	Cloth for surplices to scholars . . . ell	0 0 8		
1446	Highest wages with diet.	Bailif per ann.	1 3 4	} £0 5 0 and for clothing
		Chief hind, carter, and chief shepherd, each	1 0 0	
		Common farm servant	0 15 0	
		Woman servant	0 10 0	
		Girl under 14 years	0 6 0	
Highest dayly wages.	Free mason	} per day 0 0 4	} and for victuals 0 0 1	} Act 23 Hen. VI. c. 12.
	Master carpenter			
	Master tiler, slater, rough mason, ordinary carpenter, and others concerned in building			
	Labourer			
	From Michaelmass to Easter they had each one penny less.			
Highest wages in harvest.	A mower	} 0 0 4	} and for victuals 0 0 2	
	Reaper and carter, each			
	Other labourers and women, each			
	Salary of the king's master of medicine	per ann.	100 0 0	Fædera, V. xi, p. 124.
1447	Wheat	quarter	0 8 0	} Computus (E. C.) ap. Fleetwood, p. 108.
	Oats		0 2 1½	
1448	Wheat		0 6 8	
	Oats		0 2 0	
	Red herrings	cade	0 5 8	} Computus (E. C.) ap. Fleetwood, p. 108.
	White herrings	barrel	0 9 3	
1449	Wheat	quarter	0 5 0	
	Red herrings	cade	0 6 0	
	White herrings	barrel	0 10 3	
	A sheep . . . . .	....	0 2 5½
	A hog (perhaps a young sheep) . . . . .	....	0 1 11½
1450	Oats	quarter	0 1 10	
	Beans		0 2 6	
1451	Wheat		0 8 0	} Stow's Annales.
	Oats		0 1 10¼	
	Ale	gallon*	0 0 1½	
	Beans	quarter	0 3 4	
	Red herrings	cade	0 7 4	
	White herrings	barrel	0 13 7	
1453	Wheat	quarter	0 5 4	
	Ale	gallon	0 0 1¼	
	Red herrings	cade	0 7 6	
	White herrings	score	0 0 3	
1454	Oats	quarter	0 1 10½	
1455	Wheat, the best		0 1 0	} Stow's Annales.
	and		0 1 2	
	Malt		0 1 5	

OF PRICES, &c.

A. D. 1457	Wheat	quarter	£0 7 8	} Computus (E. C.) ap. Fleetwood, p. 110.
	Oats	—	0 1 9 $\frac{1}{4}$	
	Ale	gallon	0 0 1	
	Red herrings.	cade	0 6 8	
	White herrings, for 92	0 1 0	
1461	Pension granted to Richard duke of Gloucester, (afterwards king) and to his heirs, on his creation	per ann.	400 0 0	Fœdera, V. xi, p. 476.
1463	Wheat	quarter	0 6 8	} Act 3 Edw. IV, c. 2.
	Rye	—	0 4 0	
	Barley	—	0 3 0	
	These were not the usual selling prices, but were limited by law as the prices, at which importation might be permitted.			
	Wine, Gascoygne, white, claret or red, to be sold by wine-tun- ners (vintners) in London not above.....	gallon	0 0 8	} Stow's Annales.
	Wheat	quarter	at London 0 2 0 in Norfolk £0 1 8	
	Barley	—	0 1 10 0 1 0	
	Peas	—	0 3 4	
	Oats	—	0 1 2 0 1 0	} Account book of Sir J. H. in Gent. Mag. 1782, p. 230. Cotton's Abridgem. p. 676.
	Malt	—	. . . 0 1 8	
	Hose for Sir John Howard (duke) of Norfolk)	pair	0 1 8	
	Morey hose for ditto.	—	0 7 0	
1464	White wheat.	quarter	0 6 8	} Fœdera, V. xi, p. 566.
1466	Salary of the famous Sir Thomas Littleton, as a justice of the king's bench, 110 marks	per ann.	73 6 8	
	and for his winter robe .....	....	5 6 11 $\frac{1}{2}$
	and his summer robe .....	....	3 6 6
1468	Money lent on the security of a manuscript of Petrus Comest- or, deposited as a pledge	1 6 8	} Memorandum on the MS. Bib. reg. 2 C in Mus. Brit.
1469	Wheat, estimated average price ..	quarter	0 6 0	
	Wine.	sextary	0 1 10 $\frac{1}{2}$	
	or	tun	5 0 0	
	Ale	gallon	0 0 1 $\frac{1}{4}$	} Regulations of the royal household, p. 98.
	Beef, deducting hide and tallow ..	caskcase	0 10 0	
	Mutton, ditto	—	0 1 4	
	Veal	—	0 2 6	
	Pork	—	0 2 0	
	Boar	—	0 13 4	
	Bay salt	weye	0 13 4	
	White salt	bushel	0 0 7	
	Ling and salt fish	hundred	3 0 0	
	Salmon salted	barrel	1 10 0	
	Sprats	cade	0 3 4	
	Red herrings.	—	0 6 8	
	White herrings	barrel	0 10 0	
	Sturgeon	—	3 0 0	
	Olive oil	gallon	0 1 0	
	Honey	barrel	1 10 0	
	Sugar	pound	0 1 0	
	and also.	—	0 0 6	
	Rice	—	0 0 3	
	Canvass	100 ells	2 0 0	
	Holland 6d, 8d, and 1/4	ell	—	
	Napery of Devant	—	0 1 4	
	Napery of Paris.	—	0 3 4	
	Diaper	—	0 4 6	
	Napkins	dozen	0 1 0	
	Napkins of Paris	—	0 1 8	

A. D. 1470	Edward IV offered, as a reward, } an estate of £100 a-year, or, in the option of the receiver, } in ready money.	£1,000	0	0	} Fœdera, V. xi, p. 654.
	Hence ten years' purchase may be supposed the value of land dur- ing the destructive wars between the families of York and Lancaster. See above at A. D. 1376, and V. i, p. 685.					
	Spanish iron	tun	4	10	0	} Charge of damages pre- sented in court by sev- eral Spanish merch- ants, &c. who had been plundered of their ves- sels and cargoes by some English free- booters. Fœdera, V. xi, pp. 671—676.
	Spanish wine	—	4	10	0	
	Wine of Bourdeaux ('Burdeos') ..	—	5	0	0	
	Wine (apparently Spanish)	—	3	13	6½	
	Raisins ('uva passa')	—	4	0	0	
	Oranges.	thousand	0	4	0	
	Spanish wool	sack of 1¼ cwt.	4	0	0	} Fœdera, V. xi, p. 713.
	(For value of several vessels see V. i, p. 685).					
	A horse .....	....	2	0	0
1471	Allowance to Margaret the widow } of Henry VI	per week	3	6	8	
	— to the duke of Exeter, a } prisoner in the Tower.	—	0	6	8	
	— to his principal keeper.	—	0	2	0	
	— to a chaplain and two others, } each	—	0	1	8	} Account of the treasurer of Scotland, copied from the MS. in Mait- land's History of Scot- land, p. 322. It is also in Borthwick's Re- marks on British anti- quities, and in Gib- son's History of Glas- gow.
	— to the duke's cook, page, and valet, and the servants of the keepers, each	—	0	1	4	
	the weekly expense of the whole being.	—	1	1	8	
1474	French black cloth for a syde } (long) gown to James III } king of Scotland	ell	2	2	0	
	Holland cloth for his shirts ... and 12f	—	0	13	4	
	A pair of spurs for him.	and	0	10	0	
	Ribands	0	4	0	} Prices of sundry articles in Scotland.
	and	ell	0	0	3	
	A bonnet for the king	—	0	0	8	
	Hats for him .....	....	0	15	0
	Grey cloth for his cloak, and } for gowns to the queen's } ladies	and	0	12	0	
	Satin	ell	0	10	0	
	Gloves for the queen	—	1	10	0	
	Black cloth for a cloak to the } queen.	pair	0	0	6	
	Scottish black for lining the } cloak	ell	1	16	0	
	Black cloth for her hose .....	....	0	5	0
	Stove-grates ('chymnas') for } the king's and queen's } chambers, each .....	....	2	0	0
	Tartan to line the queen's } collars. ....	....	0	18	0
	Tartan for the prince's cradle ..	ell	0	16	0	
	Blue tartan to line the prince's } gown of cloth of gold.	—	0	10	0	
	A mass book for the queen ...	—	1	0	0	
	Broad cloth (apparently lin- en) for the prince's sheet and shirts .....	....	10	13	4
		ell	0	4	0	

E OF PRICES, &c.

A. D. 1474

Prices of sundry articles in Scotland.

English russet for a gown to the prince's nurse
Scarlet cloth
Vellous (seemingly velvet) for the queen's gown, and for sleeves and collars to those of her ladies
Crimson vellous
Crimson satin for a kirtell to the queen
Linen for sheets to the prince's nurse
Eastland boards at Leith

ell

£1 4 0

—

2 10 0

....

2 15 0

—

4 0 0

—

3 10 0

—

0 0 10¹/₂

dozen

0 15 0

Portion of Cicily daughter of Edward IV, contracted to James prince of Scotland, both being infants, 20,000 marks, to be paid in 17 years, and to be carried to Edinburgh at the expense of England †.

.... 13,333 6 8

Account of the treasurer of Scotland copied from the MS. in Maitland's History of Scotland, p. 322. It is also in Borthwick's Remarks on British antiquities, and in Gibson's History of Glasgow.

Fædera, Vol. xi, pp. 825, 836.

1475 Oats

Hay

quarter

0 1 10

load

0 6 8

Dukes, earls, knights, men at arms, archers, &c. continued the same as in 1347 and 1415.

Provider and carriages

per day

0 1 0

Chariotmen

0 0 8

Carters, ditchers, &c.

0 0 6

King's almoner in the army

0 2 0

— secretary in the army

0 2 0

— first physician

0 2 0

and for two servants, each

0 0 6

— other physician, who

0 1 6

was also a surgeon

0 0 6

who is allowed for one

0 0 6

assistant surgeon

0 1 0

— other surgeons, each

0 0 6

— inferior surgeons, each

0 2 0

Doctor of laws in the army

0 1 0

and for his notary public

0 0 6

and his other attendants,

0 2 0

each

0 1 2

Dean of the king's chapel

0 0 6

Clerk of his chapel

0 2 0

Five boys in the chapel and

0 0 6

a valet, each

0 2 6

1481 A spearman in the Scottish army

per day

0 2 0

A bowman in ditto

0 2 0

1482 Draught horses, for 220

....

100 0 0

1483 A proclamation of Richard III

....

.. .. .

offers several rewards, to be paid in money or in lands valued at ten years' purchase, as in 1470.

Fædera, V. xii, p. 204.

Scarlet cloth

yard

0 8 0

Ingrain cloth

0 10 0

Cloth of other colours

0 2 2

Velvet

0 9 4

Hosen

pair

0 4 0

Shoes of Spanish leather

0 0 8

Shoes of black leather

0 0 6

to £0 10 0
to 0 13 0
to 0 6 0
to 1 6 0
Archæologia,
V. i, p. 306.

* It is very probable that all these goods, being for the royal family, may have been charged above the customary prices.

† The marriage never was accomplished, and as far as it never was seriously intended.

A. D. 1485	Salary of the earl of Oxford as keeper of the lions, &c. in the Tower	per day	£0 1 0	} Fædera, V. xii, p. 276.	
	and for each beast	—	0 0 6		
	his salary as constable of the Tower	per ann.	100 0 0	} MS. in bib. Thom. Astle arm.—Henry's Hist. V. xii, p. 451.	
1486	Wheat	quarter	1 4 0		} Fabyan.
	Bay salt	—	1 4 0		
	Salary of Bernard Andree, (a blind man) the king's poet laureat, 10 marks	per ann.	6 13 4	} Fædera, V. xii, pp. 317-643.	
1489	Oats	quarter	0 2 0		} MS. qu. by Fleetwood.
	Broad cloth, the finest scarlet, or other ingrained colours, not to exceed	yard	0 16 0	} Acts 4 Hen. VII, cc. 8, 9.	
	— plain colours, not to exceed	—	0 11 0		
	Hats, the best not to exceed . . . . .	....	0 1 8	} Lib. Aberbroth. major, qu. in Andersoni Diplom. Præf. p. 82.
	Caps, the best not to exceed . . . . .	....	0 2 8	
	<i>A wether</i> . . . . .	....	0 3 0	} Lib. Aberbroth. major, qu. in Andersoni Diplom. Præf. p. 82.
	<i>A fatted ox</i> . . . . .	....	0 15 0	
	<i>Salted keelings</i> †	hundred	3 0 0	} Fabyan.	
	<i>Haddocks and speldings</i> †	—	0 1 4		
	<i>Vinegar</i>	Sc. pint	0 0 8	} Fabyan.	
	<i>Honey</i>	—	0 1 6		
	<i>A hog</i> . . . . .	....	0 8 4	
1491	Wheat	quarter	0 14 8	} Fædera, V. xii, p. 461.	
	Portion of Katharine daughter of the king of Castile, contracted to Arthur prince of Wales, son of King Henry VII, 200,000 crowns at 1/2 sterling each . . . . .	....	41,666 13 4	
1492	Pay of the army.	} Man at arms for himself, his custrel (servant), and his page	per day	0 1 6	} Fædera, V. xii, p. 478.
			—	0 0 9	
		} Demi-lance	—	0 0 6	
			—	0 0 6	
			....	0 0 6
1493	Oats	quarter	0 2 0	} MS. qu. by Fleetwood.	
	Beans	—	0 3 4		
1494	<i>A cow</i> . . . . .	....	12 0 0	} Verdict for Lord Lovat against Doual Macgillicallim for cattle plundered, qu. in Douglas's Peerage, p. 429.
	<i>A horse</i> . . . . .	....	26 8 0	
	<i>A sheep</i> . . . . .	....	2 0 0	
	Wheat	quarter	0 4 0	} Fabyan.	
	Bay salt	—	0 4 0		
1495	Wheat	—	0 3 4	} Fabyan.	
	White herrings	barrel	0 3 4		
	Stipulated allowance to Anne daughter of King Edward IV. when married to Thomas Howard, heir of the earl of Surrey, for her diet	weekly	1 0 0	} Madox, Formul. Angl. p. 109.	
	and for her two gentlewomen, a girl, a gentleman, a yeoman and three grooms, altogether and for support of 7 horses	per ann.	51 11 8		
		—	16 9 4		

†† So *afelli majores* and *afelli minores* are translated by Ruddiman, the learned author of the preface to the *Diplomata*.

OF PRICES, &c.

A.D. 1495	<i>Best Wheat</i>	} in Scotland {	boll	£0 6 8	} Council register, qu. in Arnot's Hist. of Edinburgh, p. 94.
	<i>Second wheat</i>			0 6 0	
1497	Oats		quarter	0 2 0	} MS. qu. by Fleetwood.
1498	Hay		load	0 8 2	
	and		—	0 10 0	} Stow's Annales.
	and		—	0 12 0	
	whereas the usual price was		—	0 5 0	
	Salary of the king's string minstrel		month	0 15 0	} MS. qu. in Henry's Hist. V. xii, p. 467.
	— of the prince's organist		quarter	0 10 0	
	Leather gloves for the king		dozen	0 4 0	
1499	Wine of Gascoigne		tun	2 0 0	} Stow's Annales.
	Wheat		quarter	0 4 0	
	Bay salt		—	0 2 8	
1500	A feather bed and bolster	1 0 0	} Appraised inventory of the property of Thomas Kebeel, in Gent. Mag. 1768, p. 257.
	A pair of blankets	0 2 0	
	A pair of flaxen sheets, 21 yards	0 10 6	
	Two carpets	0 10 0	
	Tapestry for hangings		yard	0 1 0	
	Black double satin		—	0 8 0	
	Tawny satin		—	0 6 0	
	Black stamyn		—	0 2 0	
	Arras for an altar-cloth		—	1 6 8	
	Velvet		—	0 12 0	
	Ludovicus de Vita Christi, a print- ed book	}	0 10 0	
	Wheat		quarter	0 3 4	
	Malt	—	0 3 4		
	Peas	—	0 2 0		
	Barley, growing	acre	0 1 6		
	Timber, hewn	load	0 4 0		
	Lead	fodder	0 5 4		
	A plough with harness . . . . .	....	0 3 4	
	A wether unclipped . . . . .	....	0 1 8	
	A ewe unclipped . . . . .	....	0 1 1	
	A lamb . . . . .	....	0 0 6	
	Wethers, young and old	C. of 6 score	9 0 0		
	A hog (sheep) shorn . . . . .	....	0 1 0	
	Wool	fleece	0 0 4		
	A bullock . . . . .	....	0 7 0	
	An ox . . . . .	....	0 11 8	
	A cow . . . . .	....	0 8 0	
	Steers and heifers, 53, average price . . . . .	....	0 9 0	
	A trotting gelding . . . . .	....	1 0 0	
	A great trotting gelding . . . . .	....	10 0 0	
	An ambling hobby . . . . .	....	1 6 8	
	A swan . . . . .	....	0 3 4	
	A crane . . . . .	....	0 2 6	
	A goose* . . . . .	....	0 1 8	
1502	Portion of Margaret, oldest daughter of King Henry VII, contracted to James IV king of Scotland, 30,000 nobles	}	10,000 0 0	} Fœdera, V. xii, p. 790.
	to be paid in three years after the marriage, and to be carried to Scotland at the expense of England.				

* This inventory much resembles a modern auctioneer's catalogue with prices. Many of the articles are undated, as worn out; but those I have selected seem to have been in good condition, and valued at full price. The

only apartments mentioned are the parlour, a chamber over the parlour, each having a bed, the kitchen, and the chapel, besides the barn and the granary.

A.D. 1502 *King James was to allow her, besides the expense of her household, wardrobe, &c. for her privy purse*

Her jointure £2,000 English, or*

1505

For the inthronization feast of William Warham, archbishop of Canterbury.

Wheat, 54 quarters	quarter	5	8	0
Red wine, 6 tuns	tun	4	0	0
Claret wine, 4 tuns	—	3	13	4
Choise White wine, 1 tun . .	—	3	0	8
White wine for the kitchen .	—	3	0	0
Malvesey, 1 butt	butt	4	0	0
Ossey, 1 pipe	pipe	3	0	0
Rhenish, 2 almes	alme	1	6	8
Ale of London, 4 tuns . . .	tun	1	10	0
Ale of Canterbury, 6 tuns . .	—	1	5	0
Beer, 20 tuns	—	1	3	4
Spiceries, &c. total . . . .	....	33	0	0
Ling, 3 hundred	hundred	3	0	0
Cod, 6 hundred	—	1	6	8
Salmon, salted, 7 barrels . .	barrel	1	8	0
Salmon, fresh, 40	each	0	7	0
Herrings, white, 14 barrels .	barrel	0	8	0
Herrings, red, 20 cades . .	cade	0	4	8
Sturgeon, salted, 5 barrels . .	barrel	1	10	0
Eels, salted, 2 barrels . . .	—	2	6	8
Eels, fresh, 6 hundred . . .	hundred	2	0	0
Wilks, 8 thousand	thousand	0	5	0
Pikes, 5 hundred	hundred	5	0	0
Tench, 4 hundred	—	3	6	8
Carp, 100	each	0	1	4
Bream, 7 hundred	hundred	2	0	0
Lampreys, salted, 2 barrels .	barrel	2	0	0
Lampreys, fresh, 80	each	0	1	10
Lamprons, fresh, 14 hundred } total . . . . }	....	2	12	0
Congers, salted, 124	each	0	3	0
Roaches, 2 hundred large ones	hundred	3	4	0
Seals and porpuses, total . .	....	1	6	8
Puffins, 6 dozen	dozen	0	4	0
Salt, 3 quarters	quarter	0	10	0
Rape oil, 2 barrels	barrel	1	16	8
Olive oil, 5 gallons	gallon	0	2	0
Honey, 1 barrel	barrel	2	3	0
Mustard, total . . . .	....	0	13	4
Vinegar, 1 hogshead . . .	hogshead	0	8	0
Verjuice, 1 pipe	pipe	0	16	0
Coals, 200 quarters	quarter	0	0	6
The whole expense of the feast, including candles, dishes, cooks, heralds, painters, &c. amounted to besides compositions, carriage, and payment for vessels lost, &c. . . . .	....	513	3	0

per ann. £1,000 0 0

6,000 0 0

sc. money

Fœdera, V. xii, pp. 789, 790.

Lelandi Collectanea, V. vi, p. 30.

* In 1281, when silver was much more valuable than in 1502, Alexander III, king of Scotland, gave with his daughter to the king of Norway the value of 9,333½ pounds of standard silver, one half in real money, and for the other half an annuity in lands valued at ten years' purchase, and the stipulated jointure was to be ten per cent of her portion. Henry, when it was incomparatively more necessary for him to conciliate the good will of his son-in-law, gives only 5,714 pounds 3½ ounces of silver of the

same standard, and stipulates for his daughter a jointure of twenty per cent, besides an allowance for her privy purse. But the chief excellency of that wife king was a dexterity in making ferewing bargains, of which his contracts in 1506 and 1507 for his own marriage with the sister of the king of Spain, and a marriage of his daughter with that king's son, (afterwards the emperor Charles V) though never accomplished, are some of the innumerable instances that might be adduced. [See Fœdera, V. xiii, pp. 126, 271]

LE OF PRICES, &c.

A.D. 1505	Alum, which used to sell	cwt.	£0 6 0	} Stow's Annales.
	now	—	1 13 4	
	and even rose to	—	2 13 4	
	Hay	load	0 6 0	} Fleetwood, p. 115.
	Oats	quarter	0 3 0	
1506	Beans	—	0 3 8	
1507	Oats	—	0 2 0	} Record qu. in Sinclair's Statistical account of Scotland, V. ii, p. 538.
	Beans	—	0 3 6	
	Red wine	hogshcad	1 6 8	
	<i>A sheep at Aberdeen</i>	0 2 8	} Fleetwood, p. 115.
1508	Oats	quarter	0 1 10	
	Ale	dozen	0 1 8	
	A fat wether	0 2 4	} Bibliotheca topographica Britannica, N ^o . LI, p. 729.
	A lamb . . . . .	....	0 1 0
	A pig . . . . .	....	0 0 5
	A gosling . . . . .	....	0 0 4
	A capon . . . . .	....	0 0 4
	Chickens, thirty for . . . . .	....	0 1 11
	Cream	gallon	0 0 4	
	Milk	—	0 0 1	
	Honey	—	0 0 8	
	Charcoal	quarter	0 5 0	
	Malt	—	0 4 0	
	Salary of the constable of the Tower	per ann.	100 0 0	} MS. in the library of Thomas Astle Esq. qu. in Henry's Hist. V. xii. p. 454.
	Lieutenant of the west march to- wards Scotland	—	153 6 8	
	Lieutenants of the east and mid- dle marches, each	—	114 13 4	
	Keeper of Nottingham castle	—	26 13 4	
	Cofferer of the household	—	300 0 0	
	Clerk of the great wardrobe	—	300 0 0	
	Secretary for the French language	—	40 0 0	
	Clerk of the council	—	26 13 4	
	Keeper of the wardrobe at West- minster	—	12 3 4	
	King's barber	—	13 6 8	
	Master of the king's barge	—	11 8 6½	} Fleetwood, p. 115.
	and for his 20 men, each	—	1 0 0	
	Treasurer of England	—	365 0 0	
	Chief baron of the exchequer	—	100 0 0	
	Baron of the exchequer	—	46 13 4	
	Chancellor of the exchequer	—	26 13 4	
	King's remembrancer	—	55 17 4	
	Treasurer's remembrancer	—	64 2 6	
	Auditors, each	—	10 0 0	
	Clerks in the exchequer	—	4 0 0	
	to	—	5 0 0	
	Expense of the king's household } this year	—	12,759 9 11	} Fleetwood, p. 115.
	and of his wardrobe	—	1,715 19 11	
	Total expense for ambassadors } this year . . . . .	....	2,000 0 0
1510	Oats	quarter	0 2 0	} Fleetwood, p. 115.
	Hay	load	0 9 0	
1511	Oats	quarter	0 2 0	
	Beans	—	0 3 4	} Fleetwood, p. 115.
	Hay	load	0 5 0	

A. D. 1511

For a dinner given by King James IV at Edinburgh on
Christmas day 1511

Oxen, grass-fed, 6 carcasses .	each	£0 18 0
Pigs, 36	—	0 0 11
Geese, 85	—	0 1 0
Fed capons, 13	—	0 1 6
and 12	—	0 1 2
Capons, 88	—	0 0 8½
Wild geese, 5, total . . . . .	....	0 13 6
Chickens, 13	—	0 0 6
Fed rabbits, 8	—	0 2 0
Rabbits from the warren, 25	—	0 1 6
Larks, 24	—	0 0 1
Quail, 1	—	0 0 4
Plovers, 9, and snipes, 8, total . . . . .	....	0 5 8
Apples, 340, total . . . . .	....	0 7 0
Milk, 7 gallons 1 quart, for . . . . .	....	0 9 6
Lamb 1	each	0 10 0
Ox-feet, 508 for jellies in the king's, the queen's, and the family's, kitchen, total . . . . .	....	2 7 5
Sheeps feet, 1,500, total . . . . .	....	1 17 6
Cocks, 36, total . . . . .	....	1 7 0
Boars, 3, at 45f, 28f, 40f . . . . .	....	5 13 0
Hans, 6	each	0 1 2

Compt of the King's
household by the bi-
shop of Catness, in the
Register office, pub-
lished in Arnot's Hist.
of Edinburgh, p. 98.1512 Cost of the ship *Great Michael*
built by King James IV, without
her artillery and furniture *
She carried thirty-five cannon, be-
sides smaller guns..... 30,000 0 0 Pitscottie's Hist. p. 167,
ed. 1778.

For a dinner given by King James IV on Easter day 1512

		from	to
Hogs, 64	each	0 7 8	£0 9 0
Boars, 4	—	1 6 8	1 16 0
Pigs, 26	—	0 1 0	
Mutton, carcasses, 35	—	0 4 0	0 6 0
Lambs, 36	—	0 1 8	0 10 0
Oxen, stall-fed with the hides, 4	—	3 10 0	
— grass-fed	—	1 0 1½	
Calves, 17	—	0 2 0	0 8 0
Kids, 78	—	0 1 4	0 1 5
Hares ('Leprones') 9	—	0 0 6	0 1 0
Crane, 1	—	0 12 0	
Moorfowls ('aves morales') 132	—	0 0 6	
Black cocks, 24	—	0 0 10	
Fed capons, 26	—	0 1 5¼	
Chickens, 51	—	0 0 4	
Cocks, 8 for jellies	—	0 0 4½	
Ox feet, 108, total . . . . .	....	0 17 1	
Sheep feet, 88 . . . . .	....	0 2 11	
Calves feet, 40 . . . . .	....	0 3 0	
Onions, 18 lb.	lb.	0 0 3	
Eggs, 1,100, total . . . . .	....	0 19 4	
Cheese, 10 stone 8 lb	stone	0 4 6	
Apples, 300	100	0 2 0	
Butter in July	stone	0 6 0	
Total expense of the king's house- hold for the month of July 1512 }	....	532 13 7	
Oats	quarter	0 2 0	
Beans	—	0 4 0	

Compt of
the king's
household
&c. in Ar-
not's Hist.
of Edin-
burgh, p.
100.

Fleetwood, p. 116.

* According to a manuscript of Pitscottie in the Harleian library, n^o. 4687, the sum was £40,000.

OF PRICES, &c.

A. D. 1512

Prices paid by the earl of Northumberland at his houses in York-shire, &c.

Wheat	quarter	£0 6 8
Wine	tun	4 13 4
Ale	gallon	0 0 2
Beer	—	0 0 0 $\frac{1}{2}$
Stots (bullocks) and whies } (heifers) each . . . . }	....	0 10 0
Muttons or sheep, each . . .	....	0 1 5
Beef	carcase	0 8 0
Mutton	—	0 1 1
Hops	cwt.	0 13 4
White salt and Bay salt . . .	quarter	0 4 0
Parish candles, pounds . . .	dozen	0 1 0
Wax torches	pound	0 0 4
Wax tapers	—	0 0 8
Pepper	—	0 1 4
Mace and cloves	—	0 8 0
Ginger	—	0 4 0
Saffron	—	0 13 4
Sugar	—	0 0 4 $\frac{1}{2}$
Malt	quarter	0 4 0
Beefs, fat	each	0 13 4
Beefs, lean to be fed	—	0 8 0
Muttons, fat and lean, average	....	0 1 8
Gascoigne wine, red, claret, } white }	tun	4 13 4
Porks	each	0 2 0
Veals	—	0 1 8
Lambs, 10d to	—	0 1 0
Stock fish	—	0 0 2 $\frac{1}{2}$
Salt fish	—	0 0 4
Salmon, salted	—	0 0 6
White herrings	barrel	0 10 0
Red herrings	cade	0 6 4
Sprats	—	0 2 0
Sturgeon	firkin	0 10 0
Salt eels	keg	0 4 0
Figs	'coppet'	0 1 8
Great raisins	—	0 1 8
Racyns of corens	pound	0 0 2
Honey	barrel	1 2 0
Oil	gallon	0 0 11 $\frac{1}{2}$
Vinegar	—	0 0 4
Verjuice	—	0 0 3
Linen cloth for table-cloths, } towels, &c. yard wide . }	ell	0 0 8
Sea coal, chawder, 4/2 to . .	....	0 5 0
Oats	quarter	0 2 0
Hay, load, 1/1 $\frac{1}{4}$ to . . . . .	....	0 1 3
'Mawing, making, and cary- } age of hey' }	per acre	0 0 10
Russet cloth for gowns to } poor men, given by the } earl }	yard	0 1 0
Capons, lean	each	0 0 2
Pigs	—	0 0 3
Geese	—	0 0 3
Chickens	—	0 0 0 $\frac{1}{2}$
Hens	—	0 0 2
Pigeons	dozen	0 0 4
Conies	each	0 0 2
Cranes	—	0 1 4
'Hearonsewys'	—	0 1 0
Mallards	—	0 0 2
Pheasants, curlews, peacocks	—	0 1 0

Northumberland House.
hold book, pp. 2-354.

A. D. 1512	In Leicester all things dear, Wheat	quarter	0 12 0	Bibl. topog. Br. n ^o . li.
1513	Oats	—	0 2 4	Fleetwood.
	Stone for building, brought from			
	Caen in Normandy, and delivered at the custom-house quay	tun	0 4 8	Stow's Survey, p. 465, ed. 1618.
			in money	in clothing
1514	Wages (with diet) of a			
	Bailif of husbandry	per ann.	1 6 8	£0 5 0
	Chief hind, carter, and shepherd	—	1 0 0	0 5 0
	Common servant of husbandry	—	0 16 8	0 4 0
	Woman servant	—	0 10 0	0 4 0
	Servant under 14 years	—	0 6 8	0 4 0
	Free mason			
	Master carpenter			
	Rough mason			
	Bricklayer	from Easter		
	Tyler	to Michael-		
	Plummer	mass	per day	0 0 6
	Glasier			
	Carver			
	Joiner			
	During the rest of the year they had one penny less; and if the employers provided diet, they deducted twopence.			
			from Candlemas to Michaelmass	From Michaelmass to Candlemass
	Master ship-carpenter	per day	0 0 7	0 0 6
	Hewer	—	0 0 6	0 0 5
	Able clincher	—	0 0 5	0 0 4½
	Holder	—	0 0 4	0 0 3
	Master caulker	—	0 0 6	0 0 5
	Inferior caulker	—	0 0 5	0 0 4½
	These also deducted 2d for diet.			
	Mower	—	0 0 6	
	Reaper and carter } in harvest	—	0 0 5	
	Other labourers } time	—	0 0 4½	
	and women	—		
1515	Beans	quarter	0 4 2	Fleetwood, p. 116.
1521*	Wheat (a great dearth)	—	1 0 0	Stow's Annales.
1523	Salary of the keeper of the privy seal	per day	1 0 0	Fædera, V. xiv, p. i, and p. 571 for A. D. 1536.
1525	Oats	quarter	0 3 4	Reg. of royal household, p. 201.
1526	Oats	—	0 3 0	Fleetwood, p. 116.
	Beans	—	0 4 2	
1527	Wheat	—	0 15 0	Stow's Annales.
	till the merchants of the Steelyard reduced it by an importation of wheat and rye from Dantzic			
1530†	Oats	—	0 4 0	Fleetwood, p. 116.
	Beans	—	0 5 4	
	Moderate salary for a clergyman	per ann.	6 13 4	Hall's Chron. p. 201.
	Ample salary for a clergyman	—	8 0 0	Act, 21 Hen. VIII, c 13.
	no one, who had so much, being allowed to hold pluralities.			
	A herd boy in Scotland, with a shirt, a pair of shoes, [diet,] &c. }	per ann.	0 3 0	Knox's Hist. of the reform. p. 18, ed. 1731.

Fleetwood, pp. 161 et seqq.

* For some prices of cattle &c. in Scotland about 1520 in French money, see Majoris Hist. p. 26, ed. 1740.

† In *Fædera*, V. xiv, p. 375 there is an inventory of several articles of Wolfey's property, seized by the king

and now restored to him, with their estimated value: but as such estimates seldom state the real value, I have omitted them.

OF PRICES, &c.

Articles for the feast of the Serjeants at law in Ely house, Holborn	A. D. 1531	A hen of gress, large and fat	0	0	7	} Regulations of the royal household, p. 220.
		A capon of gress . . . . .	....	0	1	10
		A house rabbit . . . . .	....	0	0	3
		A rabbit from the warren . . . . .	....	0	0	2½
		Eggs, per hundred 1/2 to . . . . .	....	0	1	8
		Butter, sweet	pound	0	0	3	}
		Beef, large	carcase	1	6	8	
		Mutton, fat	—	0	2	10	
		Veal, large	—	0	4	8	
		Pork	—	0	3	8	
		Pigs	—	0	0	6	}
		Capons of Groce	each	0	1	8	
		Capons of Kent	—	0	1	0	
		Capons, course	—	0	0	6	
		Cocks of grose	—	0	0	8	
An ox Oat meal Tallow 1532 Oats Beans French wine not to exceed Malmsey, sack, and sweet wines Wages of the king's runner or post, a Piedmontese Salary * of the president of the court of session in Scotland — of the other fourteen judges, each		Cocks, course	—	0	0	3	}
		Pullets	—	0	0	2	
		and	—	0	0	2½	
		Pigeons	dozen	0	0	10	
		Larks	—	0	0	5	
		at Aberdeen {	1	10	0	}
		bolle	—	0	10	0	
		stone	—	0	6	0	
		quarter	—	0	2	8¼	}
		gallon	—	0	5	4	
		per ann.	—	0	0	8	
		—	—	0	1	0	}
		—	—	12	3	4	
		—	—	175	0	0	
		—	—	87	10	0	}
		—	—	—	—	—	
		—	—	—	—	—	
about the same time	1533	Knit hose for Sir T. L'Estrange	pair	0	2	0	}
		Ditto for his children	—	0	0	6	
		‘It was this yeere enacted, that butchers should sell their beefe and mutton by weight	—	—	—	—	
		Beefe	lb.	0	0	0½	}
		Mutton	—	0	0	0¼	
		‘which being devised for the great commodity of the realme (as it was thought) hath proved farre otherwise, for at that time	—	—	—	—	
		‘Fat oxen were sold	each	1	6	8	}
		‘Fat wethers	—	0	3	4	
		‘Fat calves	—	0	3	4	
		‘A fat lamb	—	0	1	0	}
		Piece of beef weighing 2½ or 3 lb.	—	0	0	1	
		13, and even 14, of such pieces	—	0	1	0	
		Mutton	quarter	0	0	8	}
		Beef, at the highest	cwt.	0	4	8	
		Milk, genuine from the cow, 3 ale pints in summer, or 2 ale pints in winter, at Goodman's fields near the Tower of London . . . . .	....	0	0	0½
about the same time	1535	Oats	quarter	0	2	8	}
		—	—	—	—	—	
		—	—	—	—	—	
		—	—	—	—	—	}
		—	—	—	—	—	
		—	—	—	—	—	
		—	—	—	—	—	}
		—	—	—	—	—	
		—	—	—	—	—	
		—	—	—	—	—	}
		—	—	—	—	—	
		—	—	—	—	—	
		—	—	—	—	—	}
		—	—	—	—	—	
		—	—	—	—	—	

* By the pope's bull the king was empowered to add £200 sterling a year to the salary of the whole judges out of the ecclesiastical benefices, which should fall vacant.

A. D. 1535 Pension allowed to a nun on the suppression of the house or hospital of 'Seynt James in thefylde', now the palace of St. James's	per ann.	£6 13 4	Fædera, V. xiv, p. 563.
1536 Keeper of the privy seal	per day	1 0 0	Fædera, V. xiv, p. 571.
1537 Apothecary to Princess Mary	—	26 13 4	Fædera, V. xiv, pp. 578, 584.
Physician to the same princess	—	66 13 4	
Chief organist to the king	—	20 0 0	
Oats	quarter	0 3 4	
Beans	—	0 6 0	Fædera, V. xiv, p. 654.
Crown lands to be sold by order of Henry VIII, not under twenty years' purchase, and in lots not exceeding the value of £50 per ann.			
Houses in towns, and cottages without land, to be sold, not under fifteen years' purchase.			
French wines not to be above Malmsey, Romney, Sack, and other sweet wines, not above	gallon	0 0 8	
1540 First musician to the king	per ann.	50 0 0	Act 28 Hen. VIII, c. 14.
Two others	per day	0 2 4	
Two others	—	0 1 8	
Two others	per ann.	38 0 0	
Hebrew lecturer at Cambridge	—	40 0 0	Fædera, V. xiv, pp. 657, 703, 704, 705.
1543 Oats	quarter	0 3 4	
* Beans	—	0 6 8	
1544 † Salary of John of Padua, the king's architect	per day	0 2 0	
1546 Legacy of Henry VIII to his daughters Mary and Elizabeth, on their marriages with foreign princes, each	10,000 0 0	Fædera, V. xv, p. 116.
and to live on, each . . . . .	....	3,000 0 0
Reginald Wolf, the king's printer	per ann.	1 6 8	
1547 Physicians to King Edward VI each	—	100 0 0	
Great admiral of England, Ireland, Wales, Calais, Boulogne, &c. &c.	133 6 8	Fædera, V. xv, pp. 143, 148, 157.
Malmsey wine	pint	0 0 1½	
Income of the poorest churches in York	—	1 6 8	
on which the incumbents could scarcely subsist.			
Several of the poor churches were therefor united, so as to produce to the incumbents livings not to exceed	—	20 0 0	Act 1 Edw. VI, c. 9.
1548 Expense of post horses	per mile	0 0 1	
Pension to Sebastian Cabot, the discoverer of North America	per ann.	166 13 4	
1549 Latin secretary to the king	—	26 13 4	
1551 ‡ Wheat	quarter	0 8 0	Fædera, V. xv, p. 200.
Malt	—	0 5 1	
Oats || . . . . .	—	0 8 0	
Straw	load	0 5 0	
Coal §	—	0 12 0	Fleetwood.

In *Fædera*, V. xvi, p. 796 there are the ransoms of a number of Scottish noblemen and gentlemen, who became prisoners at Solway moss.

† In *Fædera*, V. xv, p. 35 there is an estimate of several articles of rich drefs, &c. which, being now scarcely intel legible, I have omitted.

‡ These prices, I presume, must have been at the end of

the year. They are much too low for the beginning of it. See the table of money.

§ The price of oats here must be understood as the contra& conversion price of several species of grains taken at an average.

§ Fleetwood says this must be charcoal, sea-coal not having been in common use 150 years, at least in London.

E OF PRICES, &c.

A. D. 1551	Prices regulated by the Scottish parliament, which none durst exceed.	Wine of Bourdeaux	import- ed by the east sea	tun	£20 0 0	in retail *
		Wine of Rochelle		—	16 0 0	Sc. pint. £0 0 10
		Wine of Bourdeaux	import- ed by the west sea	—	16 0 0	— 0 0 8
		Wine of Rochelle		—	13 0 0	— 0 0 6
		A crane . . . . .		....	0 5 0	
		A swan . . . . .		....	0 5 0	
		A goose . . . . .		....	0 1 4	
		A wild goose of the great kind		....	0 2 0	
		A plover . . . . .		....	0 0 4	
		A small moor fowl . . . . .		....	0 0 4	
		Black cock, and grey hen, } each . . . . .		....	0 0 6	
		Powts		dozen	0 1 0	
		A quhaip (curlew) . . . . .		....	0 0 6	
		A rabbit till Shrove Tuesday and afterwards . . . . .		....	0 2 0	
		A lapron . . . . .		....	0 1 0	
		A wood-cock . . . . .		....	0 2 0	
		Larks, and other small birds		dozen	0 0 4	
		A snipe . . . . .		....	0 0 4	
		A quail . . . . .		....	0 0 2	
		A capon . . . . .		....	0 0 2	
		A hen . . . . .		....	0 1 0	
		A chicken . . . . .		....	0 0 8	
		A pig . . . . .		....	0 0 4	
		A pig . . . . .		....	0 1 6	
1552	Assise of ale and beer by authority of the lord mayor, &c. of London.	when malt is at 4f per quarter		gallon	0 0 1	MS. in Mus. Brit. Cat. Aysc. N ^o . 2177, f. 4.
		8f ———		—	0 0 2	
		12f ———		—	0 0 3	
		Barley		quarter	0 5 0	Fleetwood.
		Mutton, the best		carcase	0 10 0	
		Oats		boll	0 13 4	Council reg. qu. in Ar- not's Hist. of Edin- burgh, p. 96.
		Hay		stone	0 0 6	
		Tallow candles		lb.	0 0 9	
1553		Butter	in Edinburgh	stone	0 8 0	Fleetwood, p. 118.
		Cheese		—	0 4 0	
		Eggs		dozen	0 0 4	
		Malt		quarter	0 5 0	Fleetwood, p. 118.
		Wheat		—	0 8 0	
		Wine		tun	5 0 0	
		Muscadel		quart	0 0 6	Fædera, V. xv, pp. 341, 351, 359, 433.
		Malvesey		—	0 0 5	
		Red wine		—	0 0 3	
		Physician	to Queen Mary	per ann.	100 0 0	Fædera, V. xv, pp. 341, 351, 359, 433.
		Librarian		—	13 6 8	
		Apothecary		—	26 13 4	
		Painter		—	10 0 0	Fleetwood, p. 119.
1554		Wheat		quarter	0 8 0	
		Rye		—	0 6 8	
		Malt		—	0 5 0	

Acts, Mary, parl. V, cc. 11, 12.

But coal was certainly carried from Newcastle as early as A. D. 1379, as appears by Fædera, V. vii, p. 220—and it is certain that coals were used in Scotland in the year 1291. [Accounts of the chamberlain of Scotland by Mr. Davidson, Append N^o. 1.

* The retailers or vintners of Perth possessed a privilege of selling their wine one penny a pint higher than those of other places.

A. D. 1554	Wheat might be exported, if not above	quarter	£0 6 8	} Act 1, 2 Phil. et Mar. c. 5.
	Rye if not above	—	0 4 0	
	Barley if not above	—	0 3 0	
1555	Wheat	—	0 8 0	} Fleetwood, p. 119.
	Rye (seemingly erroneous)	—	0 16 0	
	Malt	—	0 5 0	
<i>Assise of bread at Edinburgh</i>				
<i>when wheat is at 26s per boll, the four-penny loaf must weigh</i>			28 oz.	
	30f		24	
	36/8		20	
	46/8		16	
	53/4		14 *	
1556	Wheat	quarter	0 8 0	} Fleetwood.
	Malt	—	0 5 0	
	Beans	—	0 6 8	
	Serjeant painter to the queen	per ann.	10 0 0	Fœdera, V. xv, p. 433.
1557	Wheat	quarter	2 13 4	} Stow's Annales. in London. in the country.
before harvest	Malt	—	2 4 0	
	Beans and rye	—	2 0 0	
	Peas	—	2 6 8	
	A wheaten loaf of 11 oz.	—	0 0 1	
after harvest	Wheat	—	0 5 0	
	Malt	—	0 6 8	
	Rye	—	0 3 4	
	A wheaten loaf of 56 oz.	—	0 0 1	
	Wheat	—	0 4 0	
	Malt	—	0 4 8	
	Rye	—	0 2 8	
	Candles	lb.	0 0 4	
	Wages for threshing wheat per } quarter	—	0 1 1	} Fleetwood.
	rye	—	0 0 10	
	barley	—	0 0 5	
1558	Wheat	quarter	0 14 0	} Stow's Annales.
early in the year	Wood	1,000 billets for	0 14 0	
	Coals	sack	0 10 0	
1559	Double beer	Kilderkin	0 2 4	} Queen Elizabeth's Pro- gresses, p. * 45.
	Double ale	—	0 4 6	
	Rabbits	dozen	0 4 0	
	Chickens	—	0 6 0	
	Eggs	hundred	0 7 0	
	Cloves and mace	ounce	0 0 7	
	Pepper	—	0 0 2	
	Coals	sack	0 1 0	
	Sarcenet for scarfs	ell	0 3 4	} Fœdera, V. xv, p. 548.
	Pay of the queen's bowstring-maker	per day	0 1 4	
1560	Wheat	quarter	0 8 0	} Fleetwood.
	Rye	—	0 8 0	
	Barley	—	0 5 2	
	Oats	—	0 5 0	
	Hay, old	load	0 12 6	
	Hay (supposed new)	—	0 6 8	} Regulation of the ma- gistrates qu. in Gib- son's Hist. of Glasg. p. 82.
	Ale	Sc. pint	0 0 4	
	Loaf of 32 ounces	—	0 0 4	
	Tallow	stone	0 8 0	
	Candles	lb.	0 0 6	
	Corn for horses	peck	0 0 8	

* Council reg. qu. in Arnot's Hist. of Edinb. p. 96. Several other rates are noted; but these may suffice as a specimen.

E OF PRICES, &c.

A.D. 1561	Salary ^a of the ministers of the reformed church of Scotland, from	per ann.	£66 13 4	Knox's Hist. of the re- form. p. 352, ed. 1731.
	to	—	200 0 0	
	The superintendents, who came in place of the bishops, had more.			
	Wheat	quarter	£0 8 0	Fleetwood.
	Rye	—	0 8 0	
	Malt	—	0 5 0	
	Oats	—	0 5 0	
	Candles	pound	0 0 3	Archæolog. V. i, p. 15. Archæolog. V. i, p. 16.
	Bible for the church	—	0 10 0	
1562	Wheat	quarter	0 8 0	Fleetwood.
	Barley	—	0 5 0	
	Hay	load	0 13 4	
	Straw	—	0 6 0	
	Claret wine	hogshead	2 10 0	
1563	Rye	quarter	0 13 4	Fœdera, V. xv, p. 635. Valuation of the rents of the church lands in Scotland, MS. Bibl. Harl. N ^o . 4613 †.
	Oats	—	0 5 0	
	An ox above four years old		2 0 0	
	— under four and above two		1 10 0	
	A cow above four		1 10 0	
	— under four and and above two		1 0 0	
	Such beast under two years		0 10 0	
	Sheep, full grown		0 6 0	
	Hogs (young sheep)		0 3 0	
	A sow above one year old		0 6 0	
	A younger one		0 2 0	
	A goat above one year old		0 5 0	
	A young goat		0 2 0	
	An ox in the shires of Aberdeen and Elgin		1 0 0	
	An ox in Argyle		0 10 0	
	Mutton in Aberdeen-shire		0 10 0	
	— in Moray.		0 4 0	
	Wether in Moray		0 13 4	
	Lamb in Moray		0 1 2	
	Rabbit in Orkney		0 0 2	
	Swine in Moray		0 13 4	
	Goose in Fife		0 1 0	
	— in Moray		0 0 8	
	Capon in Fife, 8d to		0 1 6	
	— in Moray		0 0 6	
	Poultry in Fife, 4d to		0 1 0	
	— in Aberdeen-shire		0 0 6	
	Salmon at Aberdeen and elsewhere		barrel 4 0 0	

Compensation regulated by the ambassadors of England and Scotland to be made for depredations upon the borders. N. B. The money is English.

Conversion prices of the rents in kind due from the church lands in Scotland.

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Conversion prices of the rents in kind due from the church lands in Scotland.

* According to the book of Assignations, several ministers in Moray had smaller salaries than the minimum stated by Knox. [Sbarro's Hist. of Moray, p. 417.] See also Arnot's Hist. of Edinburgh, p. 96.

† This price, which occurs so frequently for wheat, was the conversion price agreed upon by the landlord and tenant, as Fleetwood observes, after the year 1563. When we find rye and oats also at the same price, it must be understood, that in the leases of some farms various grains were by agreement averaged at one price, which, I actually find, was a general practice.

‡ The valuation was probably made between the years 1561 and 1563. But this transcript contains the names of lessees of later and discordant dates; e. g. in sheet 59, p. 1, the earl of Moray is mentioned as regent, who was in that office from 1567 to 1570; and sheet 97, p. 2, mentions William Scot as director of the chancery, who did not enter upon that office till 1592. [Scot's Staggering State, p. 161.] It is proper to observe that conversion prices were generally lower than the real market prices.

APPENDIX, N^o. III.

CHRONOLOGICAL

A.D. 1563

Census for prices of the rents in kind due from the church lands in Scotland.

Wheat in Fife	boll	£0 13 4
and	—	0 12 0
Bear or barley in Fife	—	0 10 0
in Aberdeen-shire	—	0 8 0
in Moray	—	0 6 8
Oats in Fife	—	0 6 8
in Aberdeen-shire	—	0 4 0
Oats with fodder in Moray	—	0 4 0
Meal [of oats] in Argyle	—	0 6 8
Solt made at Pittenweem	chalder	3 6 0
Cheese in Argyle	lb.	0 1 0
Lime in Argyle	boll	0 1 0
Coals in Argyle	—	0 1 0
Rent of arable land near Dundee	acre	1 1 0
near St. Andrews	—	0 8 0
Rent of hill land near Dundee	—	0 3 0
Pay of a reaper in Fife	per day	0 0 6

Valuation of the rents of the church lands in Scotland, MS. Bibl. Harl. N^o. 4613.

But some of the clergy were not so favourable to their tenants in their compositions. The bishop of Moray received for his

Wheat	boll	2 0 0
Bear	—	1 13 4
Meal	—	1 13 4
Malt	—	2 0 0
Oats	—	0 10 0
Mutton . . . . .	....	0 9 0
Goose . . . . .	....	0 1 0
Pork . . . . .	....	1 0 0

Shaw's Hist. of Moray, p. 287.

High prices at Glasgow.

'There was a grit dearth approaching to a famine.'		
Wheat	boll	6 0 0
Bear	—	4 6 8
Meal	—	2 13 4
Oats	—	2 10 0
An ox fit to work in the plough . . . . .	....	13 6 8
A wether . . . . .	....	1 10 0
every thing being more than triple the usual prices.		

Gibson's Hist. of Glasgow, p. 83.

Salary of a lecturer on civil law	per ann.	40 0 0
1564 — a lecturer on medicine	—	40 0 0
1566 — of the principal surgeon to the queen	—	26 13 4
1568 Hay in Yorkshire	stone *	0 0 5
1569 Wine in Glasgow not to exceed	Sc. pint	0 1 6
1571 Master gunner of Carlile	per day	0 1 0
1573 Physician to the queen and the household	per ann.	50 0 0
1574 Wheat rose after Lammas, to	quarter	2 16 0
Beef rose to	stone	0 1 10
Herrings, 5 for . . . . .	....	0 0 2
Bay salt	quarter	1 4 0
Wheat fell after harvest to	—	1 4 0
Bay salt rose to	—	2 8 0
1575 A great fresh cod, 2 ^s to . . . . .	....	0 2 8
A great cod's head . . . . .	....	0 1 8
A pike, 2 ^s 6 to . . . . .	....	0 3 0
Half a salmon, 8 ^s to . . . . .	....	0 10 0
A sole . . . . .	....	0 1 0
A pike . . . . .	....	0 2 6

Stow's Annales.

Gibson, p. 84.

Fædera, V. xv, pp. 694. 724.

Stow's Annales.

Queen Elizabeth's Progresses.

* It was noted as a novelty, that it was sold by weight.

LE OF PRICES, &c.

A. D. 1575	Large plaice	£0	1	0	} Queen Elizabeth's Progresses.
	A capon . . . . .	....	0	2	3
	A chicken, 5d to . . . . .	....	0	0	6
	A green goose, 1/4 to . . . . .	....	0	1	9
1576	<i>Wheat</i> } in Aberdeen {	boll	1	0	0	} Records, qu. in Statistical account of Scotland, V. ii, p. 537.
	<i>A Sheep</i> } . . . . .	....	0	5	0
	A new bible	2	0	0	} Archæol. V. i, p. 16.
	A Book of common prayer . . . . .	....	0	7	0
	A third part of the rents due to colleges being made payable in corn, Wheat must not exceed	quarter	0	6	8	} Acts 18 Eliz. c. 6.
	Malt	—	0	5	0	
	Beef and mutton	stone	0	0	6	} MS. Bibl. Harl. n°. 609, published in Queen Elizabeth's Progresses.
	Veal, stone 8d to . . . . .	....	0	1	0
	Eggs	hundred	0	3	4	
	Larks	dozen	0	0	6	
	Butter	pound	0	0	4	} Acts Jac. VI, parl. 8, c. 137.
	Ale and beer, gallon 1d to . . . . .	....	0	0	1 1/4
	Cream *	gallon	0	1	0	} Stow's Annales, pp. 1241, 1243.
1584	<i>Pay of a private gentleman in King James's horse guards</i>	per ann.	200	0	0	
1587	Wheat in London	quarter	3	4	0	} Sinclair, V. ii, p. 538.
	in other places	—	5	4	0	
	These prices were occasioned by excessive exportation.					} MS. account in the Register office, qu. in Arnot's Hist. of Edinburgh, p. 97.
Mild summer	Peasen in the cods at London'	peck	0	0	8	
	afterwards fell to	—	0	0	2	
	Cherries were late, but after Lamas so plenty as to sell for *	pound	0	0	1	
	Treasurer of the army	per day	1	6	8	} Fœdera, V. xvi, p. 5.
	with one per cent on the money passing through his hands.					
	Vice-treasurer of the army	—	0	10	0	} Maitland's Hist. of London, p. 274.
	Three other paymasters, each	—	0	6	8	
1588	Oat-meal at Aberdeen in time of a famine	boll	18	0	0	} Sinclair, V. ii, p. 538.
1590	<i>For the use of James VI king of Scotland</i> { Holland	ell	1	10	0	
	{ Long silk hose of Naples	pair	24	0	0	} MS. account in the Register office, qu. in Arnot's Hist. of Edinburgh, p. 97.
	{ A tawny beaver hat . . . . .	....	12	0	0
	{ A black beaver hat . . . . .	....	12	0	0
	{ An ostrich feather . . . . .	....	100	0	0
	Coals from	chaldron	0	4	0	} Maitland's Hist. of London, p. 274.
	raised by a combination of the owners to	—	0	9	0	
1591	Wheat at Aberdeen	boll	3	0	0	} Sinclair, V. ii, p. 538.
1593	Wheat might be exported, if not above	quarter	1	0	0	
	Peas, beans, if not above	—	0	13	4	} Act 35 Eliz. c. 7.
	Barley, malt, if not above	—	0	12	0	
1594	Ambassador to the States-general besides traveling expenses.	per day	2	0	0	} Fœdera, V. xvi, pp. 241, 264.
	Librarian to the queen	per ann.	13	6	8	
	Wheat	quarter	2	8	0	} Stow's Annales, p. 1279,
	to	—	3	4	0	
	Rye	—	2	0	0	
1595	Wheat rose from	—	0	14	0	
	to	2	13	4	

* Many pages are filled with similar articles for great dinners; but these may suffice as a specimen. It may be noted that the queen's visits raised the prices of all provisions much above their usual rates.

† Considering the value of money, we must suppose that neither peas nor cherries were generally cultivated. Even within a few years bypast peas have sometime been sold at 3d, and cherries at 1d, in London.

A. D. 1595	Fresh butter, pound raised to 5d [†] and	£0	0	7	} Stow's Annales, pp. 1279, 1281.
	An egg * .....	.....	0	0	1
	Wheat at Windsor	Winds. qu.	2	0	0	} †
	Malt at do. ....	.....	1	0	0
1596	Wheat at do. ....	.....	2	8	0
	Malt at do. ....	.....	1	6	8
	Wheat-meal } in London, {	bushel	0	10	0	} Stow's Annales, p. 1299.
	Rye } owing to a { .....	.....	0	6	0
	Oat-meal .. } wet harvest { .....	.....	0	8	0
1597	Wheat at Windsor	Winds. qu.	3	9	6	} Stow's Annales, p. 1300.
	Malt at do. ....	.....	2	6	4
	Wheat in London, from	quarter	5	4	0	
	fell to .....	.....	4	0	0
	Rye in ditto, from .....	.....	3	12	0
	fell to .....	.....	1	5	4
	But they soon rose as high as before.					
1598	On the approach of Christmas					
	Pepper rose to	lb.	0	8	0	} Stow's Annales, p. 1301.
	Raisins	—	0	0	6	
	Wine of Gascoigne, white and claret.	gallon	0	2	8	} Fleetwood.
	Sweet wine .....	.....	0	4	0
	Wheat at Windsor	Winds. qu.	2	16	8	}
	Malt at do. ....	.....	1	12	6
1599	Wheat at do.	1	19	2	}
	Malt at do. ....	.....	1	3	4
1600	Wheat at do.	1	17	8	} Stow's Annales, p. 1306.
	Malt at do. ....	.....	1	0	0
	Wheat, from	quarter	1	4	0	
	was suddenly raised to .....	.....	2	8	0
	till the queen prohibited exportation, and enforced the laws against forestallers, after which the price fell gradually.					
1601	(Since the year 1601 the money of England has been of the same standard and weight that it is in the present day.)					
	Wheat and malt at Windsor.	Winds. qu.	1	14	10	—£1 4 6
1602	Wheat and malt at do.	1	9	4	— 0 17 4
1603	Wheat and malt at do.	1	15	4	— 0 14 8
	Wine	tun	5	0	0	Fœdera, V. xvi, p. 541.
	Best beer and ale not to exceed ..	quart	0	0	1	} Act 1 Jac. I, c. 9.
	Smaller beer and ale. ....	.....	0	0	$\frac{1}{2}$
	Wheat might be exported, if not above	quarter	1	6	8	} Act 1 Jac. I, c. 25.
	Rye, peas, and beans, if not above ..	.....	0	15	0
	Barley and malt, if not above ....	.....	0	14	0
1604	Wheat and malt at Windsor.	Winds. qu.	1	10	8	—£0 14 6
1605	Wheat and malt at do.	1	15	10	— 1 2 0

* The high prices of 1594 and 1595 were occasioned partly by bad seasons, and partly by excessive exportation. The usual price of butter seems to have been 3d: see Stow in these years.

† All the prices of wheat and malt, noted now and henceforward at Windsor, are obtained from the books of Eton college. They are the average prices paid at Windsor market at Lady-day and Michaelmas for the best qualities, the tax being deducted from the price of the malt: and as the quarter in that market contained nine Winchester bushels till

the year 1793, one ninth must be deducted in order to have the price of the Winchester quarter. Sir Frederic Eden calculates that the average value of all the wheat fit for bread is eight ninths of the value of the best wheat; and, assuming the same proportion for barley, he has, upon that principle, constructed tables, by which the price of wheat on the average of 201 years (1595-1795) appears to be £1:18:6 $\frac{1}{2}$, and that of malt £1:3:4 $\frac{2}{3}$ by the Winchester bushel. [*Stat. of the poor*, V. iii, pp. lxx, lxxix.]

E OF PRICES, &c.

A. D. 1605	The duke of York's nurse.	per ann.	£50	0	0	} Fædera, V. xvi, pp. 614. 637.
	sempstress		20	0	0	
	chamber-keeper		20	0	0	
	laundress		20	0	0	
	cook		36	0	0	
	The master of the ceremonies		200	0	0	
1606	Wheat and malt at Windsor.	Winds. qu.	1	13	0	£0 19 4
1607	Wheat and malt at do.		1	16	8	0 18 4
1608	Wheat and malt at do.		2	16	8	1 4 0
1609	Wheat and malt at do.		2	10	0	1 9 0
1610	Wheat and malt at do.		1	15	10	0 19 4
	A bailif	per ann.	2	12	0	} Archæologia, V. ii, p. 200.
	A good servant in husbandry		2	10	0	
	A common servant, who can mow		2	0	0	
	A ploughman		1	9	0	
	A boy under 16		1	0	0	
	A woman servant, who can bake, } brew, and overlook others . }		1	6	8	
	Other women servants, 16/ to		1	3	4	
	A girl under sixteen		0	14	0	
	A chief miller		2	6	0	
	A common miller		1	11	8	
1611	Wheat and malt at Windsor	Winds. qu.	1	18	8	£0 19 8
1612	Wheat and malt at do.		2	2	4	1 5 4
	Portion of Elizabeth daughter of } King James I. .... }	....	40,000	0	0	} Fædera, V. xvi, p. 722.
1613	Wheat and malt at Windsor.	Winds. qu.	2	8	8	£1 0 4
1614	Wheat and malt at do.		2	1	8½	1 7 0
1615	Wheat and malt at do.		1	18	8	1 5 4
1616	Wheat and malt at do.		2	0	4	1 4 8
1617	Wheat and malt at do.		2	8	8	1 0 4
	Lord chancellor Bacon's salary.	per ann.	542	15	0	} Fædera, V. xvii, p. 1.
	do. for attending star chamber ..		200	0	0	
	do. for other allowances		360	0	0	
	his whole emoluments £1,102:15:0					
	Pension to William Camden, au- } thor of Britannia, &c. in con- } sideration of his income being } too small. .... }	....	20	0	0	} Fædera, V. xvii, p. 5.
1618	Wheat and malt at Windsor.	Winds. qu.	2	6	8	£1 0 0
1619	Wheat and malt at do.		1	15	4	0 19 8
1620	Wheat and malt at do.		1	10	4	0 18 8
1621	Wheat and malt at do.		1	10	4	0 16 0
1622	Wheat and malt at do.		2	18	8	1 6 0
1623	Wheat and malt at do.		2	12	0	1 11 2
1624	Wheat and malt at do.		2	8	0	1 3 4
1625	Wheat and malt at do.		2	12	0	1 1 0
1626	Wheat and malt at do.		2	9	4	1 7 8
1627	Wheat and malt at do.		1	16	0	1 0 0
1628	Wheat and malt at do.		1	8	0	0 18 0
1629	Wheat and malt at do.		2	2	0	1 4 0
1630	Wheat and malt at do.		2	15	8	1 14 0
1631	Wheat and malt at do.		3	8	0	1 18 8
1632	Wheat and malt at do.		2	13	4	1 11 0
						In retail per quart.
	Canary, Muscadel, and Alicant, } wines. }	pipe	16	0	0	0 1 0
	Sack and Malaga wines	butt	13	0	0	0 0 9
	Best Gascoigne and other French } wines. }	tun	18	0	0	0 0 6
	Rochelle and other small wines ..		15	0	0	0 0 5

Fædera, V. xix, p. 405.

These prices of wines were fixed by royal authority for the ports of landing and 10 miles around them, £4 per tun being allowed for carriage of 30 miles beyond the 10.

A.D. 1633

Prices by proclamation.	A turkey cock . . . . .	....	0 4 6	} Fœdera, V. xix, p. 511.
	A turkey hen . . . . .	....	0 3 4	
	A duck, wild or tame . . . . .	....	0 0 8	
	A fat goose in the market . . . . .	....	0 2 0	
	A fat capon in do. . . . .	....	0 2 2	
	A fat hen in do. . . . .	....	0 1 0	
	Poulterers might charge above the market price.			
	Eggs	dozen	0 0 4	
	Fresh butter, pound 4d to . . . . .	....	0 0 6	
	Salt butter	pound	0 0 4½	
	Candles with cotton wicks	—	0 0 4	
	Wheat and malt at Windsor	Winds. qu.	2 18 0 — £1 8 0	
1634	Wheat and malt at do.	—	2 16 0 — 1 12 4	
1635	Wheat and malt at do.	—	2 16 0 — 1 7 8	
1636	Wheat and malt at do.	—	2 16 8 — 1 8 8	
1637	Wheat and malt at do.	—	2 13 0 — 1 19 4	
1638	Wheat and malt at do.	—	2 17 4 — 2 2 4	
1639	Wheat and malt at do.	—	2 4 10 — 1 11 8½	
1640	Wheat and malt at do.	—	2 4 8 — 1 7 8	
1641	Wheat and malt at do.	—	2 8 0 — 1 9 0	
	(Some years wanting in the Eton accounts.)			
1647	Wheat and malt at Windsor	—	3 13 8 — 1 17 0	
1648	Wheat and malt at do.	—	4 5 0 — 2 0 0	
1649	Wheat and malt at do.	—	4 0 0 — 2 2 0	
1650	Wheat and malt at do.	—	3 16 8 — 1 18 6	
1651	Wheat and malt at do.	—	3 13 4 — 1 9 0	
1652	Wheat and malt at do.	—	2 9 6 — 1 8 0	
1653	Wheat and malt at do.	—	1 15 6 — 1 8 0	
1654	Wheat and malt at do.	—	1 6 0 — 1 0 8	
1655	Wheat and malt at do.	—	1 13 4 — 1 0 0	
	Coals in London generally above	chaldron	1 0 0 — England's Grievance.	
1656	Wheat and malt at Windsor	Winds. qu.	2 3 0 — £1 4 0	
1657	Wheat and malt at do.	—	2 6 8 — 1 8 4	
1658	Wheat and malt at do.	—	3 5 0 — 1 9 4	
1659	Wheat and malt at do.	—	3 6 0 — 2 8 8	
1660	Wheat and malt at do.	—	2 16 6 — 1 12 8	
	Spanish and sweet wines by retail	quart	0 1 6	} Act 12 Car. II. c. 25.
	French wines do.	—	0 0 8	
	Rhenish wine do.	—	0 1 0	
1661	Wheat and malt at Windsor	Winds. qu.	3 10 0 — £1 13 4	
1662	Wheat and malt at do.	—	3 14 0 — 2 2 0	
1663	Wheat and malt at do.	—	2 17 0 — 1 12 8	
1664	Wheat and malt at do.	—	2 0 6 — 1 10 0	
1665	Wheat and malt at do.	—	2 9 4 — 1 8 4	
1666	Wheat and malt at do.	—	1 16 0 — 1 6 0	
1667	Wheat and malt at do.	—	1 16 0 — 1 2 8	
1668	Wheat and malt at do.	—	2 0 0 — 1 4 0	
1669	Wheat and malt at do.	—	2 4 4 — 1 7 4	
1670	Wheat and malt at do.	—	2 1 8 — 1 6 6	
1671	Wheat and malt at do.	—	2 2 0 — 1 5 4	
1672	Wheat and malt at do.	—	2 1 0 — 1 2 0	
1673	Wheat and malt at do.	—	2 6 8 — 1 4 0	
1674	Wheat and malt at do.	—	3 8 8 — 1 14 0	
	Coals in London	chaldron	1 2 6 — Journal of com. of trade.	

TABLE OF PRICES, &c.

A. D.	1675	Wheat and malt at Windsor	. . . . .	Winds. qu.	£3	4	8	—	£1	14	0
	1676	Wheat and malt at do.	. . . . .	_____	1	18	0	—	1	6	0
	1677	Wheat and malt at do.	. . . . .	_____	2	2	0	—	1	8	0
	1678	Wheat and malt at do.	. . . . .	_____	2	19	0	—	1	8	8
	1679	Wheat and malt at do.	. . . . .	_____	3	0	0	—	1	6	8
	1680	Wheat and malt at do.	. . . . .	_____	2	5	0	—	1	2	8
	1681	Wheat and malt at do.	. . . . .	_____	2	6	8	—	1	4	8
	1682	Wheat and malt at do.	. . . . .	_____	2	4	0	—	1	8	0
	1683	Wheat and malt at do.	. . . . .	_____	2	0	0	—	1	8	8
	1684	Wheat and malt at do.	. . . . .	_____	2	4	0	—	1	5	4
	1685	Wheat and malt at do.	. . . . .	_____	2	6	8	—	1	8	0
	1686	Wheat and malt at do.	. . . . .	_____	1	14	0	—	1	5	4
	1687	Wheat and malt at do.	. . . . .	_____	1	5	2	—	1	4	0
	1688	Wheat and malt at do.	. . . . .	_____	2	6	0	—	1	2	0
	1689	Wheat and malt at do.	. . . . .	_____	1	10	0	—	1	0	0
	1690	Wheat and malt at do.	. . . . .	_____	1	14	8	—	0	19	4
	1691	Wheat and malt at do.	. . . . .	_____	1	14	0	—	0	17	4
	1692	Wheat and malt at do.	. . . . .	_____	2	6	8	—	1	4	4
	1693	Wheat and malt at do.	. . . . .	_____	3	7	8	—	1	10	0
	1694	Wheat and malt at do.	. . . . .	_____	3	4	0	—	1	12	0
	1695	Wheat and malt at do.	. . . . .	_____	2	13	0	—	1	12	0
	1696	Wheat and malt at do.	. . . . .	_____	3	11	0	—	1	8	0
	1697	Wheat and malt at do.	. . . . .	_____	3	0	0	—	1	8	0
	1698	Wheat and malt at do.	. . . . .	_____	3	8	4	—	1	12	0
	1699	Wheat and malt at do.	. . . . .	_____	3	4	0	—	1	19	4
	1700	Wheat and malt at do.	. . . . .	_____	2	0	0	—	1	11	4
	1701	Wheat and malt at do.	. . . . .	_____	1	17	8	—	1	4	0
	1702	Wheat and malt at do.	. . . . .	_____	1	9	6	—	1	8	0
	1703	Wheat and malt at do.	. . . . .	_____	1	16	0	—	1	3	4
	1704	Wheat and malt at do.	. . . . .	_____	2	6	6	—	1	8	0
	1705	Wheat and malt at do.	. . . . .	_____	1	10	0	—	1	6	0
	1706	Wheat and malt at do.	. . . . .	_____	1	6	0	—	1	2	0
	1707	Wheat and malt at do.	. . . . .	_____	1	8	6	—	1	3	4
	1708	Wheat and malt at do.	. . . . .	_____	2	1	6	—	1	8	0
	1709	Wheat and malt at do.	. . . . .	_____	3	18	6	—	1	13	4
	1710	Wheat and malt at do.	. . . . .	_____	3	18	0	—	1	16	0
	1711	Wheat and malt at do.	. . . . .	_____	2	14	0	—	1	15	4
	1712	Wheat and malt at do.	. . . . .	_____	2	6	4	—	1	10	8
	1713	Wheat and malt at do.	. . . . .	_____	2	11	0	—	1	7	0
	1714	Wheat and malt at do.	. . . . .	_____	2	10	4	—	1	9	4
	1715	Wheat and malt at do.	. . . . .	_____	2	3	0	—	1	10	8
	1716	Wheat and malt at do.	. . . . .	_____	2	8	0	—	1	8	0
	1717	Wheat and malt at do.	. . . . .	_____	2	5	8	—	1	5	4
	1718	Wheat and malt at do.	. . . . .	_____	1	18	10	—	1	4	8
	1719	Wheat and malt at do.	. . . . .	_____	1	15	0	—	1	6	8
	1720	Wheat and malt at do.	. . . . .	_____	1	17	0	—	1	11	4
	1721	Wheat and malt at do.	. . . . .	_____	1	17	6	—	1	8	4
	1722	Wheat and malt at do.	. . . . .	_____	1	16	0	—	1	2	8
	1723	Wheat and malt at do.	. . . . .	_____	1	14	8	—	1	3	8
	1724	Wheat and malt at do.	. . . . .	_____	1	17	0	—	1	10	0
	1725	Wheat and malt at do.	. . . . .	_____	2	8	6	—	1	8	0
	1726	Wheat and malt at do.	. . . . .	_____	2	6	0	—	1	8	0
	1727	Wheat and malt at do.	. . . . .	_____	2	2	0	—	1	8	0
	1728	Wheat and malt at do.	. . . . .	_____	2	14	6	—	1	12	0
	1729	Wheat and malt at do.	. . . . .	_____	2	6	10	—	1	15	4
	1730	Wheat and malt at do.	. . . . .	_____	1	16	6	—	1	7	0
	1731	Wheat and malt at do.	. . . . .	_____	1	12	10	—	1	0	5

Average prices in January in London.

A. D.	Wheat, quarter.	Barley, quarter.	Oats, quarter.	Coals, chaldron.
1732	£1 3 6	£0 17 0	£0 12 6	£1 7 0
1733	1 3 0	0 12 0	0 11 0	1 8 0
1734	1 8 9	0 15 6	0 14 6	omitted
1735	1 7 0	0 15 9	0 11 6	1 4 6
1736	1 13 0	0 14 0	0 13 6	om.
1737	1 8 0	0 16 6	0 11 6	om.
1738	1 12 0	omitted	omitted	om.
1739	1 17 0	om.	om.	1 5 0
1740	1 7 0	om.	om.	3 10 0
1741	1 17 6	om.	om.	1 9 0
1742	1 7 6	0 17 6	0 13 6	1 10 0
1743	1 1 6	0 17 6	0 14 6	1 12 0
1744	1 0 0	0 12 0	0 10 6	1 8 6
1745	0 19 0	0 13 6	0 14 0	1 9 6
1746	1 0 0	0 11 0	0 13 0	1 10 6
1747	1 8 6	0 10 0	0 6 9	om.
1748	1 7 0	0 13 6	0 10 6	om.
1749	1 9 6	0 17 6	0 15 0	om.
1750	1 6 6	0 15 6	0 13 0	1 13 0
1755	1 5 0	0 15 6	0 13 6	1 10 0
1756	1 4 0	0 14 6	0 12 9	om.
1757	2 7 6	1 5 0	0 18 9	2 0 0
1758	2 10 0	1 3 6	0 19 9	1 19 6
1759	1 6 6	0 16 0	0 13 0	om.
1760	1 6 6	0 13 0	0 11 0	om.
1761	1 7 0	0 14 6	0 12 3	om.
1762	1 4 6	0 15 0	0 12 9	2 6 0
1763	1 12 0	1 3 0	1 1 9	2 15 0
1764	1 12 6	1 7 0	0 16 3	2 2 0
1765	1 13 0	1 9 6	0 18 6	
1766	1 13 0	1 9 6	0 18 6	
1767 June	2 5 6	1 5 0	0 16 0	
1768 January	2 8 6	1 4 0	0 15 0	
1769	1 12 0	0 16 9	0 14 0	
1770	1 11 6	0 15 6	0 14 0	

As the Elton books, from which all the Windsor prices are taken, give only the price of the best grain, and that rated by a measure above the legal standard, so that about seven ninths of those prices make the nearest approach (without small fractions) to the average prices of all England. I now give the average of the January prices of corn, and also of coals, as they are recorded in that useful repository, the Gentleman's magazine. It may be observed, that coals must have been cheaper throughout the year, than in January.

Coals in
London,
chaldron
32 8
40 8

Average prices of 100 chaldrons annually given in
charity agreeable to the will of the late earl of Thanet.
[Report on the coal trade, 1800, p. 119.]

Average prices in England and Wales of

	Wheat, quarter.	Rye, quarter.	Barley, quarter.	Oats, quarter.	Beans, quarter.	Peas, quarter.	Oatmeal, boll of 140 lbs.
	s. d.	s. d.	s. d.	s. d.	s. a.	s. d.	s. d.
1771	47 2	34 4	25 8	16 8	28 6		
1772	50 8	36 8	25 4	16 2	30 0		
1773	51 0	33 4	28 4	17 2	33 0		
1774	52 8	34 4	28 6	17 10	31 2		
1775	48 4	32 10	26 0	16 6	28 8		
1776	38 2	26 10	20 2	15 0	26 6		
1777	45 6	28 0	20 6	15 8	28 6		
1778	42 0	28 4	22 8	15 2	27 8		
1779	33 8	23 4	19 6	14 0	24 2		
1780	35 8	22 2	17 0	12 10	22 2		
1781	44 8	26 10	17 2	13 8	23 0		
1782	47 10	28 10	22 6	15 2	26 0		
1783	52 8	35 8	30 1	19 10	34 10		
1784	48 10	32 2	27 10	18 4	32 2		
1785	51 10	28 0	24 0	17 2	30 8		

Returns, to an order of the house of commons, made up
by Mr. Catherwood, receiver of corn returns.

35 6¹/₂
35 6¹/₂
30 2¹/₂
33 0¹/₂
34 6¹/₂
30 11¹/₂
34 2¹/₂
37 11¹/₂

TABLE OF PRICES, &c.

[illegible]

APPENDIX, N^o. IV.

A COMMERCIAL AND MANUFACTURAL GAZETTEER OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND.

N. B. The names of the shires, or counties, in which the towns &c. are situated, are expressed by the following abbreviations within parentheses.

<i>Aberd. S.</i>	Aberdeen, Scotland.	<i>Kirk. S.</i>	Kirkcudbright, Scotland.
<i>Ang. W.</i>	Anglesey, Wales.	<i>Lan. S.</i>	Lanark-shire, Scotland.
<i>Ant. I.</i>	Antrim, Ireland.	<i>Lan. E.</i>	Lancashire, England.
<i>Arm. I.</i>	Armagh, Ireland.	<i>Leic. E.</i>	Leicester, England.
<i>Arg. S.</i>	Argyle-shire, Scotland.	<i>Leit. I.</i>	Leitrim, Ireland.
<i>Ayr. S.</i>	Ayr-shire, Scotland.	<i>Lim. I.</i>	Limerick, Ireland.
<i>Bamf. S.</i>	Bamf-shire, Scotland.	<i>Linc. E.</i>	Lincoln-shire, England.
<i>Bed. E.</i>	Bedford-shire, England.	<i>Linl. S.</i>	Linlithgow, or West Lothian, Scotland.
<i>Berk. E.</i>	Berk-shire, England.	<i>Lond. I.</i>	Londonderry, Ireland.
<i>Berw. S.</i>	Berwick-shire, Scotland.	<i>Long. I.</i>	Longford, Ireland.
<i>Breck. W.</i>	Brecknock-shire, Wales.	<i>Louth, I.</i>	Louth, Ireland.
<i>Buck. E.</i>	Buckingham-shire, England.	<i>Mann,</i>	island.
<i>Bute, S.</i>	Bute, Scotland.	<i>Mayo, I.</i>	Mayo, Ireland.
<i>Camb. E.</i>	Cambridge, England.	<i>Meath, I.</i>	Meath, Ireland.
<i>Card. W.</i>	Cardigan, Wales.	<i>Mer. W.</i>	Merioneth, Wales.
<i>Carm. W.</i>	Carmarthen, Wales.	<i>Mid. E.</i>	Middlesex, England.
<i>Carn. W.</i>	Carnarvon, Wales.	<i>Mon. I.</i>	Monaghan, Ireland.
<i>Car. I.</i>	Carlow, Ireland.	<i>Mon. E.</i>	Monmouth-shire, England.
<i>Cath. I.</i>	Catherlow, Ireland.	<i>Mont. W.</i>	Montgomery-shire, Wales.
<i>Catn. S.</i>	Catness, Scotland.	<i>Nairn, S.</i>	Nairn, Scotland.
<i>Cav. I.</i>	Cavan, Ireland.	<i>Norf. E.</i>	Norfolk, England.
<i>Ches. E.</i>	Cheshire, England.	<i>Northamp. E.</i>	Northampton-shire, England.
<i>Clac. S.</i>	Clackmannan, Scotland.	<i>Northumb. E.</i>	Northumberland, England.
<i>Clare, I.</i>	Clare, Ireland.	<i>Notth. E.</i>	Nottingham-shire, England.
<i>Cork, I.</i>	Cork, Ireland.	<i>Ork. S.</i>	Orkney, comprehending the islands of Orkney and Shetland, Scotland.
<i>Corn. E.</i>	Cornwall, England.	<i>Oxf. E.</i>	Oxford-shire, England.
<i>Cumb. E.</i>	Cumberland, England.	<i>Peeb. S.</i>	Peebles, Scotland.
<i>Denb. W.</i>	Denbigh, Wales.	<i>Pemb. W.</i>	Pembroke-shire, Wales.
<i>Derb. E.</i>	Derby-shire, England.	<i>Perth, S.</i>	Perth-shire, Scotland.
<i>Dev. E.</i>	Devon-shire, England.	<i>Queen. I.</i>	Queen's county, Ireland.
<i>Don. I.</i>	Donegal, Ireland.	<i>Rad. W.</i>	Radnor-shire, Wales.
<i>Dorf. E.</i>	Dorset-shire, England.	<i>Renf. S.</i>	Renfrew-shire, Scotland.
<i>Down, I.</i>	Down-shire, England.	<i>Rosc. I.</i>	Roscommon, Ireland.
<i>Drog. I.</i>	Drogheda, Ireland.	<i>Rofs. S.</i>	Rofs-shire, Scotland.
<i>Dub. I.</i>	Dublin, Ireland.	<i>Roxb. S.</i>	Roxburgh-shire, Scotland.
<i>Dunb. S.</i>	Dunbarton-shire, Scotland.	<i>Rut. E.</i>	Rutland-shire, England.
<i>Dunf. S.</i>	Dunfries-shire, Scotland.	<i>Selt. S.</i>	Selkirk-shire, Scotland.
<i>Dur. E.</i>	Bishoprick of Durham, England.	<i>Shrop. E.</i>	Shropshire, England.
<i>Edin. S.</i>	Edinburgh or Mid Lothian, Scotland.	<i>Sligo, I.</i>	Sligo, Ireland.
<i>Elg. S.</i>	Elgin, or Moray, Scotland.	<i>Som. E.</i>	Somerfet-shire, England.
<i>Eff. E.</i>	Essex, England.	<i>Staff. E.</i>	Stafford-shire, England.
<i>Ferm. I.</i>	Fermanagh, Ireland.	<i>Stirl. S.</i>	Stirling-shire, Scotland.
<i>Fife, S.</i>	Fife-shire, Scotland.	<i>Suff. E.</i>	Suffolk, England.
<i>Flint, W.</i>	Flint-shire, Wales.	<i>Sur. E.</i>	Surrey, England.
<i>Forf. S.</i>	Forfar, or Angus, Scotland.	<i>Suff. E.</i>	Suffex, England.
<i>Galw. I.</i>	Galway, Ireland.	<i>Suth. S.</i>	Sutherland, Scotland.
<i>Glam. W.</i>	Glamorgan, Wales.	<i>Tip. I.</i>	Tipperary, Ireland.
<i>Glouc. E.</i>	Gloucester-shire, England.	<i>Tyr. I.</i>	Tyrone, Ireland.
<i>Had. S.</i>	Haddington, or East Lothian, Scotland.	<i>War. E.</i>	Warwick-shire, England.
<i>Hamp. E.</i>	Hampshire, England.	<i>Wat. I.</i>	Waterford, Ireland.
<i>Heref. E.</i>	Hereford-shire, England.	<i>Westm. E.</i>	Westmoreland, England.
<i>Hert. E.</i>	Hertford-shire, England.	<i>W. Meath, I.</i>	West Meath, Ireland.
<i>Hunt. E.</i>	Huntingdon-shire, England.	<i>Wex. I.</i>	Wexford, Ireland.
<i>Inver. S.</i>	Inverness-shire, Scotland.	<i>Wick. I.</i>	Wicklow, Ireland.
<i>Kent, E.</i>	Kent, England.	<i>Wig. S.</i>	Wigton, Scotland.
<i>Ker. I.</i>	Kerry, Ireland.	<i>Wilt. E.</i>	Wilt-shire, England.
<i>Kild. I.</i>	Kildare, Ireland.	<i>Worc. E.</i>	Worcester-shire, England.
<i>Kilk. I.</i>	Kilkenny, Ireland.	<i>York, E. R.</i>	York-shire, East riding
<i>King. I.</i>	King's county, Ireland.	<i>York, N. R.</i>	York-shire, North riding
<i>Kink. S.</i>	Kinkardin, or Mearns, Scotland.	<i>York, W. R.</i>	York-shire, West riding
<i>Kinr. S.</i>	Kinross-shire, Scotland.		

As this is not a gazetteer of *all* the towns and villages of the united kingdom, the reader will understand that any place, not appearing in it, has no trade or manufactures of any consequence, as far as my information extends.

ABBOTSBURRY, (*Dorf. E.*) a town situated at the head of the isthmus, or bank, which connects Portland island (as it is called) with the main land, has a manufacture of cotton stockings; and many of the inhabitants are employed in fishing.

ABERAVON, (*Glam. W.*) a town near the mouth of the Avon, has some iron works, and a harbour for small vessels.

ABERBROTHOCK, OR ABERROATH, (*Forf. S.*) a prosperous town, containing above 5,000 inhabitants, employed in manufacturing sail-cloth, osnaburg, brown linen for coach-makers, and upholsters, calicoes, and thread, and in spinning cotton. There is a small made harbour. Some vessels belonging to the town import flax and hemp from Russia, and wood and iron from Norway and Sweden. Before the abolition of the duty on sea-born coal this port, being the nearest to the Red head, the *ne plus ultra* of duty-free coal, drove a considerable trade in that necessary article for the supply of the adjacent country.

ABERCONWAY, (*Carn. W.*) a town situated near the mouth of the River Conway, which is navigable by large vessels. Some timber, and bark, and a little corn, are shipped from the harbour. The trade has formerly been more considerable than it is now.

ABERDEEN, the capital of the extensive shire which takes its name, consists of the cities of Aberdeen or Old Aberdeen at the mouth of the River Don, and New Aberdeen at the mouth of the River Dee, which, by increase of buildings are nearly united, almost like London and Westminster. The houses are well built, and contain about 24,000 inhabitants. The mouth of the River Dee is the harbour, in which there is water for vessels of 10 feet draught at the upper part, and from 18 to 21 at the entrance, the bar being removed by a pier built in the year 1775. The principal manufacture has long been knitted stockings, in which the women, and also many men and boys, in all the adjacent country, are employed. The value is estimated above £100,000 annually, whereof about two thirds go to Holland and Germany, and the rest to England, Portugal, and America. A great deal of linen yarn is spun in Aberdeen and the neighbouring country, most of which is sent to Perth, Dunfermline, and Glasgow. Brown sheeting, osnaburg, and sail-cloth, are made here, and likely to increase. White and coloured threads, articles in which the Scots are thought to excel, are made to a larger extent in Aberdeen than in any other place, and are almost all sent to London. Coarse woollen stuffs, called plaidings and singrums, have long been made by the farmers and cottagers near Aberdeen from the wool of their own sheep, and sent mostly to Hamburgh: but this trade has declined, in consequence of fewer sheep being now kept by the farmers. Wool is now chiefly brought, properly fort-

ed, from London and Newcastle, combed and spun in the city and adjacent country, and delivered to the knitters by agents in various parts of the country. A good deal of the wool is spun upon jennies for making cloth, duffle, serges, and some other stuffs for home consumption, and also for London and America. Works have been established for spinning cotton, weaving and printing calicoes, &c. The breweries of Aberdeen are famous, and much of their ale is shipped for London and foreign countries. The fishery for salmon in the two rivers, and in the sea, is a very considerable object. About two thirds of the fish are sent to London, and the rest are cured, and exported to France and Flanders, where the Aberdeen fish still preserve their antient reputation. Some cod are also exported. Great quantities of stones, formed for paving, and some also for building, are shipped for London. The advancing prosperity of Aberdeen appears by an act in the year 1800 for erecting two new streets. And its prosperity is a blessing to all the country around to a considerable distance, particularly as the manufactures afford employment to many thousands of women.

ABERDOUR, (*Fife, S.*) a small town with a safe harbour on the Forth, to which there belong a few small vessels. Some bed ticks and coarse linens are made here.

ABERGAVENNY, (*Monm. E.*) a large town on the Usk, between the mouths of two smaller streams, is the market for the Welsh flannels made in all the surrounding country. Near it there is plenty of coal, lime, and iron ore.

ABERNETHY, (*Elg. S.*) an inland village on the River Spey. There are here four saw-mills for, converting into planks and boards the excellent fir, oak, and birch, of the adjacent mountains, belonging to the duke of Gordon, Sir James Grant, Rothmurchus, and Macintosh, which for many ages had flourished and perished, useless to the proprietors and the community. Logs, planks, boards, masts (some 60 feet long), yards, ship timbers, &c. are floated down the river to Speymouth. See SPEYMOUTH.

ABERTHAW, (*Glam. W.*) a small town on both sides of the mouth of the Thaw, has some coasting trade with Bristol for the accommodation of the adjacent country.

ABERYSTWITH, (*Card. W.*) a town on the banks of the Ridiol near its mouth, and near where the Ystwith also falls into the sea, has an indifferent harbour, supposed to have been better in former ages*. It is close upon one of the best fishing stations on the Welsh coast, and has some trade with Ireland, and along the coast, in timber, bark, fish, fish oil, and lead ore, which has increased of late years; and consequently the harbour has been improved.

* From the name of the town, signifying the mouth of the Ystwith, and also from the appearance of the ground, there is some reason to believe that that river formerly carried its waters to the town, and that the united stream of the two rivers has had a sufficient body of water to make a good harbour and scour out the bar.

ABINGDON, the capital of Berk-shire, situated upon the Thames, by the navigation of which it has a considerable trade in sending corn and malt to London.

ADELPHI cotton works, (*Perth, S.*) situated on the River Teith, the water of which drives the machinery, have the reputation of producing the finest cotton yarn made in Scotland, and employ about 700 people, for whose accommodation a village has been built on the south side of the river.

AIRTH, (*Stirl. S.*) a town with a small harbour, a creek of Alloa, on the south shore of the Forth. It has eight vessels, employed chiefly in coasting, and some of them make voyages to the Baltic.

ALDBURGH, (*Suff. E.*) a port town, much fallen off from its former prosperity. It has a plentiful fishery, and some coasting trade.

ALLENCESTER, corrupted to ALCESTER, (*War. L.*) an ancient town with a manufacture of needles.

ALLOA, (*Glas. S.*) a large and prosperous town, has a good harbour on the north side of the Forth, with 17, and sometimes 22, feet water in spring tides, the rise here, though so far up the river, being greater than at Leith. By means of dams, a small river is made to drive seven mills, and occasionally scour out the harbour, which has a substantial quay, and an excellent dry dock, capable of receiving a ship of 40 guns. There is coal here of a superior quality, which has created a very brisk foreign and coasting trade, and given birth to a thriving glass-work, and iron works in a variety of branches. A manufacture of camlets was long ago established: but, as the makers never got into the proper way of finishing them off, that trade has declined. Serges and some other coarse woolen stuffs are made, but in smaller quantities than formerly. The wool is now better employed in making cloth, for which manufacture English and Spanish wools are also procured; and the inhabitants of the adjacent country find beneficial employment by it. The muslin manufacture has been introduced from Glasgow. There are also rope-works and other branches of business connected with shipping. The distillery of this place was some time ago very great. Its decline needs not be regretted.

ALNEMOUTH, corrupted to AYLMOUTh, (*Northumb. E.*) a town at the mouth of the River Alne, which makes a harbour for some vessels employed in coasting.

ALREWAS, (*Staff. E.*) a village with a cotton manufacture, established in the year 1793 by Messieurs Dickins and Finloe of Burton upon Trent.

ALVA, (*Stirl. S.*) a village with a manufacture of blankets, and serges of the kind denominated from the neighbouring village of Fillycoultry. In the beginning of the eighteenth century a mine was wrought in the adjacent ground, which, after yielding silver to the value of forty or fifty thousand pounds sterling, was given up. About the year 1760 the search for silver was resumed, but, instead

of it, cobalt was found, which was wrought for some time: and then the mines of Alva were totally abandoned, though the hills are known to contain silver, lead, copper, iron, and cobalt.

ALYTH, (*Perth, S.*) a village with about 1,100 inhabitants, chiefly employed in making brown linens, osnaburg, and sail-cloth.

AMELECOT, (*Staff. E.*) a village near Stour-bridge, believed to be the only place in the world possessing the blue clay, of which are made pots for melting glass, or other processes requiring very strong fires, some of which are large enough to melt 30 cwt of glass. This valuable clay lies about 150 feet under the surface of the ground; and is, notwithstanding, a profitable article to the proprietor, being sent from hence to all parts of the world.

AMLUCH, (*Ang. W.*) near the north point of the island, from a small fishing village has grown to a town of 5,000 inhabitants who are employed in the various works connected with the very copious mine of copper, lead, silver, sulphur &c. in aris mountain, discovered in the year 1763, but not properly known till 1763. Since that time it has continued to enrich the proprietors, the company of mining adventurers called the Anglesey copper company, and the neighbouring country in general. For the accommodation of shipping, the company have dug a basin or dock out of the solid rock, which, though dry at low water, can receive vessels of about 200 tons with the flood and has room for thirty of them to lay their sides to the quays, while taking in their cargoes.

ANDOVER, (*Hamp. E.*) a large inland town, with some trade in malt, has a communication with Stockbridge, Rumsey, Southampton, &c. by canal navigation.

ANNAN, (*Dunf. S.*) a small town at the mouth of the river of the same name, which makes a harbour wherein the tide rises 16 and 21 feet at high water. There are a few small vessels employed in carrying potatoes, corn, freestone, yarn, bacon &c. chiefly to Liverpool, Ireland, and the Firth of Clyde.

ANSTRUTHER (*Fife, S.*) consists of two separate burghs, divided by a brook, and distinguished by the addition of Easter and Wester. Before the union there was a flourishing trade, chiefly with France, the principal articles of which were herrings, cod, and malt. The harbour admits ships of 300 tons in spring tides. The Greenland fishery was attempted here, but given up; and the port declined so much that the shipping in the year 1792 did not exceed 1,100 tons: but in 1800 we find it so far revived, that about 2,100 belonging to the port were employed in coasting and foreign trade. The only manufactures are linen made by the small weavers, coloured threads, and some shipbuilding.

ARBROATH. See ABERBROTHOCK.

ARDEE, (*Lowth, I.*) a small town with a manufacture of brown linen.

ARDNAREE, (*Sligo, I.*) a neat town, with a brisk trade in linen, for which there is a weekly market.

ARIGNA, (*Leit. I.*) a village with great abundance of iron ore and coal in its neighbourhood. There are considerable iron-works, with a very complete furnace, boring mills, a sitting mill, and a double steam engine made by Messieurs Boulton and Watt.

ARKLOW, (*Wick. I.*) a town with a small harbour, at the mouth of a river called the Ovoca, has some coasting trade. Near this town is the gold mine, discovered in the year 1795, and thought by some mineralogists to be very copious: but it has not yet been very productive.

ARMAGH, the capital of the county of the same name, an antient city, and the see of the primate of all Ireland, is a place of little trade.

ARUNDEL, (*Suff. E.*) an antient town on the River Arun, which is made navigable up to Pulborough; and vessels of 100 tons go above the town with the tide. The chief business of the place is shipbuilding, the timber being supplied from the neighbouring forests. There is some foreign commerce, and a good deal of coasting trade.

ASHBURN, (*Derb. E.*) a town in the heart of the rich pastures of Dovedale, whereby it has a trade in butter and cheese.

ASHBURTON, (*Dev. E.*) one of the stannary towns, is surrounded by mines of tin and copper, and has a manufacture of ferges.

ASHBY DE LA ZOUCH, (*Leic. E.*) a town with a considerable trade in malt and ale.

ASHFORD (*Derb. E.*) has a mill for polishing marble, of which there are many beautiful kinds in the Peak country.

ATHELSTANEFORD, (*Had. S.*) a pleasant village with a rising manufacture of woolen cloth.

ATHERSTON, (*War. E.*) a considerable town, with manufactures of hats, shalloons, and light woolen stuffs.

ATHLONE, (*W. Meath. I.*) a considerable town on the Shannon, with some linen manufacture in and around it.

ATHY, (*Kild. I.*) a town situated at the junction of the grand canal with the highest navigable water of the River Barrow, and thereby enjoying a very considerable trade with the surrounding country.

AUBURN, (*Wils. E.*) a small town, with a manufacture of fustians.

AUCHTERMUCHTY, (*Fife. S.*) a town in the heart of a weaving country. Silenias and brown linens are the chief articles.

AUKLAND. See BISHOP'S AUKLAND.

AVENING, (*Glouc. E.*) a village, with a manufacture of woolen cloth.

AXBRIDGE, (*Som. E.*) a neat small town, with a manufacture of knit stockings. There are many mines of lapis calaminaris in the neighbourhood.

AXMINSTER, (*Dev. E.*) a considerable town, with manufactures of cloth, cotton, tapes, druggets, and carpets made with needle work.

AXMOUTH, (*Dev. E.*) a town at the mouth of the Axe, once had a considerable trade, which is lost in consequence of the destruction of the harbour.

AYLESHAM, (*Norf. E.*) an inland town, which has some trade in consequence of the River Thyrne being made navigable up to it.

AYLMOUTH. See ALNEMOUTH.

AYR, a handsome and populous town, the capital of the shire of the same name, is situated on both sides of the mouth of the River Ayr, which, having a bar at the entrance, does not admit vessels drawing more than twelve feet. The chief trade is the exportation of coals to Ireland. Shipbuilding is carried on to a considerable extent, with timber brought from England, Wales, Memel, Dantzic, &c. The manufactures are salt, linen, some woolen, hosiery, tanning, hard and soft soap; but none of them very extensive. Many young girls are employed in tambouring.

AYTON, (*Berw. S.*) a village situated on the Ay or Eye, has manufactures of thread and paper, and a bleachfield. Some kelp is made on the shore.

BAKEWELL, (*Derb. E.*) the chief town of the High Peak country, is surrounded by mines of lead, and has a manufacture of cotton.

BALA, (*Mer. W.*) a small town, with a good market for corn, and some manufactures of flannel and knit stockings.

BALBRIGGAN, (*Dub. I.*) a village, with a flourishing manufacture of cotton, and a safe little harbour.

BALDOCK, (*Hert. E.*) a large town, with considerable markets for corn and malt, the produce of the fertile fields of Hertfordshire.

BALFRONE, (*Stirl. S.*) a new village, wherein a manufacture of muslin was established in the year 1788 by Mr. Dunmore, the proprietor, who also erected a mill at Ballikrain, another part of his estate, for spinning wool into yarn for carpets, and cotton into yarn for muslins. A great print-field was begun in the neighbourhood. But all these sources of prosperity received a severe check in the year 1793 by the war.

BALLACHULISH, (*Arg. S.*) a village at the mouth of Loch Leven, with a good quarry of slates, which are carried to various parts of the country.

BALLIBAY, (*Mon. I.*) a town with a considerable linen manufacture.

BALLIKIRKIN. See BALFRONE.

BALLIMOTE, (*Sligo. I.*) a village, which, with the adjacent country, is enlivened by a brisk linen manufacture.

BALLINASLOE, (*Galw. I.*) an inland town, situated on the River Suck, a navigable branch of the Shannon, has some trade, and a great market in summer for wool, and another in October, at which great numbers of oxen and sheep, bred in the adjacent grazing country, are sold.

BALLINDRAIT, (*Don. I.*) a village on the River Dale, which affords it the convenience of a boat navigation to Londonderry.

BALLINTOY, (*Ant. I.*) a village, with a small harbour and some coasting trade, near the celebrated Giant's causeway, and near some coal mines.

BALLISHANNON, (*Don. I.*) a town at the mouth of the River Erne, in which there is a salmon fishery.

BALTIMORE, (*Cork, I.*) a small town near the southern extremity of Ireland, with a port possessing some vessels. The exports are corn and flour, with some provisions and linen.

BALTINGLAS, (*Wick, I.*) a town near the head of the River Slaney, surrounded by manufactures of linens and coarse woollens.

BALLYCASTLE, (*Ant. I.*) a village on the north coast of Ireland, which had a made harbour, now destroyed by the sea.

BAMBURGH CASTLE, (*Northumb. E.*) though a place of no trade, merits notice on account of the noble establishment made by Lord Crewe, bishop of Durham, for the assistance and accommodation of wrecked vessels and seamen.

BAMF, the capital of the shire of the same name, is a well built town, containing about 3,500 inhabitants, with a made harbour, a little foreign trade, and a good deal of coasting intercourse with London and other places. Salmon and corn are the principal articles shipped. The chief manufacture was formerly thread for stockings, which used to be sent to Nottingham and Leicester. But of late Messieurs Robinsons of Bamf have obtained a patent for a highly-improved stocking frame, by which the profit of manufacturing, as well as of spinning and throwing, is retained in the place; and, as thread stockings are now little used, stockings of silk, cotton, and worsted, are made by these gentlemen, who give employment to 560 people. London is their principal market. A few hands are still employed upon linen: and several other manufactures are conducted on a small scale.

BANBURY, (*Oxf. E.*) a town situated on the River Charwell, has a canal communication with Coventry and Oxford. The chief manufactures are hair shag and worsted plush: and the place is also noted for its cheese, cakes, and ale.

BANDON BRIDGE, (*Cork, I.*) a considerable and thriving town on the River Bandon.

BANGOR, (*Down, I.*) a town on the north side of the Lough of Belfast, with a little trade.

BANNOCKBURN (*Stirl. S.*) is now the scene of peaceful industry. Since fashion has revived the use of tartan, the manufacture of that article has been carried on very successfully in this village; and all the tartan, used by the Highland regiments, is believed to be the produce of the looms of Bannockburn. There is also a manufacture of cotton cloth, and a coal-work.

BANTRY, (*Cork, I.*) a town at the head of a fine bay or estuary, which had a considerable fishery for pilchards, till they deserted the coast.

BARKING, (*Eff. E.*) a town on the River Rodon, or Rothering, which is navigable up to it, whereby it has intercourse with London by barges.

BARMOUTH, (*Mer. W.*) a town situated on a point at the mouth of the Avon vawr, with a tolerable harbour. The inhabitants, and those of the

adjacent country, are employed in making flannels and stockings.

BARNESLEY, (*York, W. R.*) a town situated on the confines of the hardware and clothing manufactures, has long had manufactures of wire, to which other works in iron and steel, and also glass bottles, have been added, all by favour of the abundance of coal. Some linens and checks are also made and bleached here.

BARNSTABLE, (*Dev. E.*) a town situated on the River Taw, by the navigation of which it enjoys the trade of the country behind it, has some trade with Ireland, shipbuilding, and fishing. Large vessels are obliged to lie below the town.

BARTON, (*Lan. E.*) a village on the River Irwell, where the canal passes over it, has a salt spring, reckoned not inferior to the springs in Cheshire.

BASINGSTOKE, (*Hamp. E.*) a populous town, with manufactures of druggets and shalloons, and a great market for corn and malt. It communicates with the Thames by a canal extending from the town to the River Wey.

BASSALIG, (*Mon. E.*) a village with some copper works.

BATH, (*Som. E.*) a large and handsome city, the houses being regularly built of white freestone, was formerly the seat of a considerable woolen manufacture. But it is now merely a fashionable resort of invalids and others, whose expenditure circulates sufficient sums to support those who make it their business to provide accommodations and amusements for them. The River Avon is made navigable to Bath for barges by artificial improvements: and a new canal supplies the city with coal from the neighbouring pits, and also affords a communication with London by the medium of the River Kennet.

BATTEL, (*Suff. E.*) a town noted for the manufacture of the best gun-powder.

BEAMINSTER, (*Dorf. E.*) a town still retaining some remains of the clothing trade, once considerable in it. Sail-cloth, and ironmongery goods, particularly locks, together with utensils of tin and copper, are now the chief articles of manufacture. Tanning is also carried on pretty largely. All the works are greatly expedited by machinery erected upon a small river called Brid, Brit, or Bret.

BEAR-HAVEN, (*Cork, I.*) a village possessing a good harbour, formed by an island in the mouth of Bantry bay, but with very little trade.

BEAULY, (*Ross, S.*) a small village on the River Beauly, or Farar, where some good vessels are built of timber brought down by the river from the woods on the several branches of it.

BEAUMARIS, (*Ang. W.*) a town near the east point of the island, with a pretty good harbour, and some foreign and coasting trade.

BECKINGTON, (*Som. E.*) a village with a manufacture of fine cloth, but not so extensive now as in former times.

BEDFORD, a neat, populous, town, the capital of the county named from it, is situated on both sides of the River Ouse, which is navigable up to it, by

means whereof it has a considerable trade in forwarding the corn of the adjacent plentiful country down to Lynne for exportation, and in supplying the neighbourhood with necessaries brought up from that port. The wheat of Bedfordshire is particularly esteemed.

LEITH, (*Ayr, S.*) an industrious village where silk gauzes are woven, thread is thrown, and cotton is spun and made into muslin, and the muslin tanned; all for account of employers in Paisley.

BELFAST, (*Ant. I.*) a large town, containing above 18,000 people, situated at the head of a bay, called the Lough of Belfast. It has some foreign trade, and enjoys a communication with Lough Neagh and the inland country around it by the River Lagan and a canal. Besides linen, the great staple of Antrim and the adjacent counties, there are manufactures of cambric, sail-cloth, cotton goods, glass, earthen ware, and sugar. The exports consist of corn, flour, beef, pork, butter, and linen, in which last article it is next to Dublin.

BENBURG, (*Tyr. I.*) a village on the Blackwater, with a share of the linen trade.

BERKLEY, (*Glouc. E.*) a town situated near the mouth of a small river, called the Little Avon, which makes a harbour for a few small vessels. The best Gloucester cheese is made in the neighbourhood, all the farms being in pasture for cows.

BERNARD CASTLE, (*Dur. E.*) a town on the River Tees, which once had a good woollen manufacture, now much declined.

BERSHAM, (*Denb. W.*) the seat of the great iron-works conducted by Messieurs John and William Wilkinson. They make cylinders for fire engines, water pipes, boilers, pots and pans, smoothing irons, and cannon of all sizes, which are cast solid and bored, as at the Carron works. There are also forges for malleable iron, and wire works, and of late a foundry of brass, and a work for casting pipes of lead, the ore of which is plentiful in the neighbourhood, as are also iron stone and coal.—Mr. John Wilkinson, the principal partner in this great business, has also extensive iron-works in Shropshire*.

BERVIE, or INVERBERVIE, (*Kirk. S.*) a small town at the mouth of the River Bervie, in which, however, no vessel can lie by reason of the heavy swell rolling in. There is a salmon fishery. The chief manufacture is coloured thread, for which the yarn is spun by machinery. A manufacture of sail cloth, formerly given up, has been revived.

BERWICK, a town situated on the north side of the mouth of the Tweed, which, together with a small district, is exempted from the jurisdiction of the three adjacent counties of Berwick (whereof it was once the capital), Durham, and Northumberland. But Berwick is not reckoned a county of itself, though the magistrates, in a body, exercise the functions of a shire. There are some manufactures, but mostly new establishments, and

not as yet very extensive. The salmon fishery, for which the river has long been famed, (see V. i, p. 446) is the chief spring of the trade of the town. Formerly the fish were carried by land to Newcastle, and there cured and shipped for London, where they are at this day called Newcastle salmon. About the middle of the eighteenth century they came from Harwich, fitted with wells, used to carry live salmon from Berwick to the London market. The people of Berwick afterwards took the trade into their own hands. Their vessels are fast sailers, stout, well found and well manned, so that they run in almost all weathers, and are remarkable for making quick passages. The excellent invention of carrying fish in pulverized ice enabled them to extend their trade very much; and their dispatch has obtained a decided preference in carrying goods and passengers, which has lately encouraged them to extend their coasting trade to the Firth of Forth, wherein they are successful competitors with the coasters of Leith and the other ports of the Forth. Corn and eggs are the most considerable of the subordinate articles carried from Berwick. The foreign trade, which is not extensive, consists chiefly in importing from the Baltic the wood, iron, &c. wanted for the construction of houses and vessels.

BEVERLEY, (*York. E. R.*) a handsome town near the River Hull, by which, with the help of a short canal, there is a convenient intercourse with the town of Hull for the conveyance of coal, corn, malt, &c. The principal employments of the people are tanning, making meal and malt, and working bone lace.

BEWDLY, (*Worc. E.*) a populous town on the west side of the noble navigable River Severn, by means of which it has a carrying trade for a great extent of country. Many of the inhabitants are employed in tanning, making a variety of articles of horn, and making Monmouth, or Dutch, caps.

BICESTER, (*Oxf. E.*) a town noted for its ale, and making leather slippers.

BIDDEFORD, (*Dev. E.*) a handsome, populous, town, situated on the River Towridge, which carries ships up to the town, and boats up into the inland country. Though the trade with America, and the fishing trade to Newfoundland, have declined in this port, there are still more shipping belonging to it than any other harbour between Bristol and Falmouth. Great quantities of oak bark are shipped for Scotland and Ireland. Many vessels are built for this and other ports.

BIGGLESWADE, (*Bed. E.*) a town situated on the Ivel, a branch of the Ouse, by means of which coal, timber, &c. are brought up in boats from Lynne for the supply of the adjacent country. The town being surrounded by a very fertile country, great quantities of corn are sold at its markets. Many of the women are employed in making lace.

BILSTON. See WOLVERHAMPTON.

* For the iron barges made by this gentleman, and the prodigious order sent to him from Paris for iron pipes soon after the peace, see V. iv, pp. 176, 178.

BIRMINGHAM, (*War. E.*) a large and handsome town, and a splendid example of the blessings of ingenuity and industry. The iron manufacture is supposed to have commenced here many ages ago; but it is not much above a century since any of the finer works were introduced. The progress of the metallic arts during the eighteenth century, chiefly in buckles, buttons, plated ware, and other ornamental articles, and fire arms, has been astonishingly great. But they are so various and extensive, that even an enumeration of them would exceed the limits of this work: and the reader must be referred to the history of the town, written by Mr. Hutton, an old inhabitant. Birmingham, situated in the center of England, has a navigable communication, by canals and rivers, with London, Bristol, Liverpool, and Hull, together with all the intermediate and connected trading parts of the kingdom. The industry of the place is not interrupted by election politics, and it is not even a corporation. Mr. Hutton estimates, apparently upon good data, the fortunes of the principal inhabitants of this great hive of industry as follows.

3	possessing capitals of £100,000
7	- - - 50,000
8	- - - 30,000
17	- - - 20,000
174	from £5,200 to - 10,000

209 proprietors of three millions and a half. He estimates the number of inhabitants in the year 1791 to be 73,653.

BISHOP'S AUKLAND, (*Dur. E.*) a well-built town on the south bank of the Were, has manufactures of muslin and other articles of cotton.

BISHOPS STORTFORD, (*Hert. E.*) a town situated in a rich corn country, has a canal communicating with the River Lea, whereby corn, malt, &c. are conveyed to London, and the country is supplied with coal and other heavy articles.

BISLEY, (*Glouc. E.*) a town near Stroud, and engaged in the same branch of the woolen manufacture.

BLACKBURN, (*Lan. E.*) a thriving town, formerly the seat of the manufacture of the goods known in London by the name of Blackburn greys; but now, in consequence of the great increase of printing, the chief manufacture of the place is calico, for which it has become famous.

BLACKNESS, (*Linl. S.*) a village on the shore of the Forth with a small harbour. There is here abundance of coal, and, in consequence of that advantage, considerable salt works.

BLACKNEY AND CLAY, (*Norf. E.*) two small towns with a harbour between them in the mouth of a rivulet called the Thyrne. Many of the inhabitants are fishermen. They have some foreign trade and coasting, both chiefly supported by the corn and malt of the adjacent country.

BLACKWATER-TOWN, (*Arm. I.*) a thriving village in the field of the linen manufacture.

BLAIR-GOWRIE, (*Perth. S.*) an inland village, the chief manufacture of which is brown linen.

BLANDFORD, (*Dorf. E.*) a handsome town on the River Stour, with manufactures of thread and shirt buttons.

BLANTYRE, (*Lan. S.*) a village wherein a cotton mill has lately been erected, which has doubled the number of houses and inhabitants, and enlivened the agriculture of the adjacent country. The proprietors of the work have the praise of acting as kind guardians to the orphan children bound apprentices to them.

BLARNEY, (*Cork, I.*) a village wherein some cotton goods are manufactured.

BLESSINGTON, (*Wick. I.*) an inland town at the head of the Liffey, surrounded by manufactures of linen and coarse woolen goods.

BLYTHE NOOK, (*Northumb. E.*) a town at the mouth of a small river, called the Blythe, with a considerable share of the coasting and foreign coal trade. See **HARTLEY**.

BOCKING. See **BRAINTREE**.

BODMIN, (*Corn. E.*) a large town with a manufacture of ferges, and some business in wool combing.

BOLTON, (*Lan. E.*) a thriving town, the original seat of the cotton trade, of which it still retains a large share, and of late the manufacturers rival those of Glasgow in muslin, and also in ornamental and fancy articles. The goods are mostly sold in Manchester, with which there is a communication by a canal. In the year 1773 Bolton and Little Bolton contained 1,178 houses and 5,339 inhabitants, about which time a traveler called it Manchester in miniature. The inhabitants are now estimated at 12,000.

BORROWSTOWNNESS, (*Linl. S.*) a town on the south shore of the Forth, with a tide harbour having 16 to 18 feet water in spring tides. Coal and salt are the chief articles of the place, and the principal exports. The imports are corn, timber, tallow, hemp, flax, flax-seed, &c. But much of this trade has removed to Grangemouth for the convenience of the communication with the west side of the country. About 25 sail belong to the town, of which 12 trade to the Baltic and Holland, and 6 to London; and the others are employed in coasting and upon the canal. The Greenland fishery, in which two ships were employed, has been given up. There is a manufacture of earthen ware, made of clay, partly found in the place, and partly brought from Devon-shire. Some soap is made, and flax-dressing employs several hands. There are 16 pans for boiling salt.

BOSTON, (*Linc. E.*) a large and well-built town, situated near the mouth of the River Witham, which makes its harbour, and carries barges through the inland country as high as Lincoln. The port still carries on a very considerable foreign and coasting trade, and has a number of good vessels.

BOYLE, (*Rofs. I.*) a town which has lately obtained a very good trade in linen and yarn.

BRADFORD, (*Wilt. E.*) a large town, consisting of good houses mostly built with stone, and containing about 5,000 inhabitants. Some of the most capital clothiers in England reside here, and one.

house in particular employs about 2,000 men, women, and children. This being the center of the manufacture of superfine cloths, it is proper to observe here, that the business is conducted in a manner very different from that of York-shire, all the manufacturers in the west country being men of great capital, who purchase the Spanish wool, give it out to be dyed and spun, and deliver the yarn to the weavers, and finish the cloth, when returned by them, in their own works, agreeable to the orders received from their correspondents. The manufacture of kerseymeres, or casimirs, was begun near this place as a patent invention: but it has long ago been free, and is made in various parts of the west country, and also in York-shire.

BRADFORD, (*York, W. R.*) a large town, with manufactures of broad and narrow cloths, calimancoes, and other light woolen goods, for the sale of which there is a public hall. The adjacent country abounds with coal and iron-ore, in consequence of which there are iron foundries and a manufacture of aquafortis. Many people are employed in making leather boxes and cards for wool.

BRADLEY, (*Staff. E.*) a village near Wolverhampton, where there are some iron-works, particularly the extensive foundries and forges belonging to Mr. Wilkinson, where the dross is separated from the ore by huge concave rollers instead of hammers.

BRADNINCH, (*Dev. E.*) a town on the River Columb, with a manufacture of paper. The adjacent hills contain iron ore.

BRAINTREE and BOCKING, (*Eff. E.*) two towns separated by a small stream, with manufactures of baize, which have declined very much in consequence of war, and also, as is said, of the introduction of machinery.

BRAMPTON, (*Cumb. E.*) a town on the River Irthing, with a manufacture of checks.

BRANCASTER, (*Norf. E.*) a fishing town, which has a few vessels employed in carrying corn, malt, &c. along the shore, and also to Holland.

BRANDON, (*Suff. E.*) a town on the south side of the River Ouse, with a wharf for loading barges and receiving goods, being the seat of a considerable carrying trade between the adjacent country and Lynne.

BRAY, (*Wick. I.*) a village with a small harbour and some coasting trade.

BRECHIN, (*Rorf. S.*) an antient episcopal see. The chief manufacture is osnaburg, and a good deal of coarse linen is also made in the town and neighbourhood. A cotton work was begun, thrown up, and afterwards resumed on a small scale, only about 80 hands being employed in it.

BREED, (*Suff. E.*) a village near Rye, with a manufacture of cast iron.

BRENTFORD, (*Mid. E.*) a town on the north bank of the Thames, has a good deal of business in distilling, and making malt, tiles, bricks, and earthen ware.

BRICKFIELD, or PORTOBELLO, (*Edin. S.*) a vil-

lage on the shore of the Forth, with manufactures of earthen ware in the manner of Stafford-shire, besides tiles, and bricks, from which the name is derived.

BRIDGENORTH, (*Shrop. E.*) a well-built town, situated on both sides of the Severn, has considerable business in conveying goods upon the river, and manufactures of guns, tools, and other iron-mongery, and stockings. Its fairs are noted for cheese, butter, hops, linen, bacon, cattle, &c.

BRIDGEWATER, (*Som. E.*) a town and county of itself, situated on the River Parret, over which an iron bridge has lately been erected. Vessels of 200 tons come up to the town, though 12 miles (by the river) from the sea. The tide rises above 30 feet in the river, with a violent run and noise called the boar, and sometimes so suddenly as to damage the shipping. There is some foreign trade, and a great deal of coasting. Coal is brought from Wales, and furnished on easy terms to the neighbouring country by the navigation of the Parret and Tone, which carry large barges up to Langport and Taunton.

BRIDLINGTON, or BURLINGTON, (*York, E. R.*) a town near the shore, with a great market for corn. The quay, which is about two miles from the town, has lately been much improved, and affords good shelter to colliers and other coasting vessels. There are some good trading vessels belonging to it. The men are mostly seamen and fishermen.

BRIDPORT, or BRITPORT, (*Dorf. E.*) a town near the shore of the Channel, had once a good harbour at the mouth of the River Brit or Bret, which was choked up with sand in the early part of the eighteenth century. It has been so far recovered as to admit a few vessels not exceeding 200 tons. There are manufactures of hats, sail-cloth, twine, and vessels for this and other ports.

BRIERLY, (*Staff. E.*) a very populous village, with large manufactures of glass.

BRIG or GLANDFORD-BRIO, (*Linc. E.*) a town on the River Ankham, by which it has a considerable trade with Hull in sailing vessels, which carry corn, coals, &c.

BRIGHTHELMSTONE or BRIGHTON, (*Suff. E.*) a town on the shore of the Channel, has, properly speaking, no harbour, but a very good roadstead close in with the shore. The principal business is fishing, and in time of peace an intercourse by packets with Dieppe in France; unless we reckon, as more important, the entertainment of summer visitors, the place having become a fashionable resort since the prince of Wales made it his occasional summer residence.

BRISTOL, a city and county of itself, is a handsome, well-built, and populous, place, situated on both sides of the Avon and on the Frome, about four miles above the junction of their united stream with the Severn. It has long been the principal port on the west side of England, but is now eclipsed by Liverpool. There is one continued quay

of about a mile long, to which large vessels can lay their sides *, and load or unload, without the expense, delay, and plunder, of lighterage. There is also an excellent dock, capable of receiving several large vessels at once. Bristol has still a very considerable trade; and it is one of the three ports from which vessels can clear out for the slave trade. Before the country was intersected throughout by navigable canals, it enjoyed a very great advantage in being near the center of the extensive inland navigation of the Severn, Avon of Warwick-shire, its own Avon, Froome, Teme, Wye, Lugg, Usk, Parret, and the navigable branches of some of them. In the adjacent grounds there is abundance of coal, which enables the inhabitants to have very extensive works of bottle glass, and white or flint glass; earthen ware, plain and enameled; brass works, the oldest in England, wherein are made all kinds of utensils for domestic use, and also for exportation, chiefly to Guinea, and also brass wire; spelter works; iron foundries, where great guns are cast solid, and bored by a drill, as in Carron works, but here the machinery is driven by the power of steam; copper foundries; lead works for making sheet lead, and also white lead and red lead, and lead shot, which last article has a great reputation; extensive sugar works; great distilleries, much of the produce of which is carried to the Negroes in Africa to pay for their captive brethren. Excellent lime, made from the marble rocks of St. Vincent's, is also exported, and particularly to the West-Indies for the purpose of tempering the sugar liquor.

BROADSTAIRS, (*Kent. E.*) a town with a harbour near the North Foreland. Some ships were employed in the Greenland fishery, but that business has not succeeded. Many vessels are built here.

BROMSGROVE, (*Worc. E.*) a town with manufactures of woolen and linen, and also of nails, needles, fish-hooks, &c.

BROMWICH, (*Staff. E.*) a town with manufactures of locks, gun-locks, nails, and other articles of iron-mongery.

BROOMHOUSE, (*Berw. S.*) a village with a manufacture of paper.

BROSELEY, (*Shrop. E.*) a village surrounded by mines of coal and iron, has great foundries, wherein excellent iron, and great quantities of cannon, are made, together with fire hearths for ships, distillers, bakers, &c.

BROUGHTON, (*Lan. E.*) a village with some trade in woolen yarn.

BRUNTISLAND, (*Fife. S.*) a town with an excellent harbour on the Forth, and great capacity for being a seat of commerce and manufactures. But it has little of either worth mentioning, except a sugar-house, some shipbuilding, and some buildings, lately erected, for making red herrings.

BRUTON, (*Som. E.*) a large town, with a man-

ufacture of stockings, and machinery for throwing silk.

BUCKHAVEN, (*Fife. S.*) a maritime village, inhabited by fishermen, weavers, and labourers, the descendants (according to tradition) of the crew of a Netherland vessel stranded on the coast above 200 years ago. Whether there were any women with the first settlers, we are not told: but they have long been almost as careful to preserve the purity of their blood by marrying only among themselves as the Jews or Hindoos. And they still retain a peculiarity in their language and manners.

BUCKINGHAM, a large town, the capital of the shire to which it gives name, has manufactures of paper, and lace, in which last a great number of the women in the town and adjacent country are employed.

BUCKLEY HILL (*Flint. W.*) has pretty extensive manufactures of stone bottles, pans, and other articles of pottery.

BUDEHAVEN, (*Corn. E.*) a small town with a harbour, and some vessels employed in trading to Ireland and to several ports of England.

BUILTH, or BUALT, (*Breck. W.*) a town on the River Wye with a manufacture of stockings. There are salt springs near it.

BUNAW, (*Arg. S.*) a village on the shore of Loch Etive, with a quay at which vessels load pig iron, made in the place from imported iron ore, and also bark, kelp, and salmon, for Liverpool, Ulverston, and Whitehaven.

BURFORD, (*Oxf. E.*) a small town with some manufactures of duffles and rugs, and a good market for corn.

BURGH HEAD, (*Elg. S.*) a village with a small harbour, capable of being much improved at a small expense, at which corn is shipped, and coal landed.

BURLINGTON. See BRIDLINGTON.

BURNHAM, (*Norf. E.*) a market town, and several villages of the same name, all with some distinguishing additions, have a harbour which is a creek of Wells, where considerable quantities of corn are shipped.

BURNLEY, (*Lan. E.*) a small town near the confines of the woolen and cotton manufactures, with a share of both.

BURROWBRIDGE, (*York. W. R.*) a town on the River Ure, with a manufacture of hardware.

BURSLEM, (*Staff. E.*) a village in which the manufacture of earthen ware was carried on in its original rude state. See POTTERIES.

BURTON UPON TRENT, (*Staff. E.*) a considerable town, particularly famous for its ale, which is carried to all parts of the world. It has also iron forges and manufactures of ironmongery, and of hats, some light woolen stuffs, and the extensive cotton manufactures of Messieurs Peel, Yates, and Co. Burton has the advantage of navigable communication with all parts of the country, by its own

* Instead of saying, a vessel lies at such a wharf or stairs, as in London, her place, or berth, is marked by the number of the crane at which she lies.

river, part of which is rendered navigable by art, and by the grand trunk canal, one of the earliest canals made after the benefits of inland navigation began to be generally underflood.

BURY, (*Lan. E.*) a large and prosperous town on the River Irwell, has very extensive manufactures for spinning, weaving, and printing, cotton goods of all kinds, conducted by Sir Robert Peel and others. Some woollen goods are also made here.

BUSHBY, (*Kenf. S.*) a small village on the Water of White Cart, with two cotton mills.

BUXTON, (*Derb. E.*) a town in the Peak country, with a manufacture of cotton. But the chief business of the place is the entertainment of strangers, who visit it on account of the mineral waters, or for viewing the natural curiosities of the country.

CAERFILLY, (*Glam. W.*) a town surrounded by coal and iron ore, has manufactures of blankets and stockings.

CAERLEON, (*Mon. E.*) situated on the Usk, about three miles above Newport, was once a magnificent city, but now dwindled to a poor village. It is preserved from utter desolation by a tin work, an iron forge, and a little coasting intercourse with Bristol, which, though it is about five miles from the sea, it enjoys by favour of the tide, which flows remarkably high in all the rivers of the Bristol channel.

CALEDON, (*Tyr. I.*) a village on the Blackwater, inhabited and surrounded by weavers and bleachers, who are generally also farmers.

CALENDAR, (*Perth. S.*) a new village, in which there are about 100 looms employed in weaving cotton goods. Many of the women spin wool for Stirling, and flax for Glasgow; and the girls are employed in tambouring. Some years ago many pearls were found in the River Teith; but the immoderate industry of the gatherers has almost extirpated the species of the mussel which breeds them.

CALNE, (*Wilt. E.*) a neat little town, with a share of the fine clothing trade.

CAMBRIDGE, an ancient city, giving its name to the shire, has some business in sending butter, put up with a slight sprinkling of salt, to London. The expenditure of the students at the university furnishes the principal employment and subsistence of the inhabitants. Stourbridge, or Sturbich, fair, held in September under the authority of the magistrates of Cambridge, is still famous for the sale of wool, cheese, hops, horses, &c. though here, as in other fairs, less business is done now than formerly.

CAMBUS, (*Clac. S.*) a village with a pretty good harbour in the mouth of the River Doon, having 9 feet in neap tides, and $13\frac{1}{2}$ in springs, and capable of being further deepened and improved.

CAMPBELLTOWN, (*Arg. S.*) a town near the south end of Kentire, with an excellent harbour, guarded by a small island at the entrance, and having from 6 to 10 fathoms of water. At the distance of three miles there is a mine of coal, which is carried to the town by a canal. The herring fishery, and the works connected with it, are the principal objects of attention. The pernicious distillery of ardent spirits, and spinning for distant manufactures,

were the only other branches of industry here, till the manufacturers of Glasgow began to send hither cotton yarn to be woven, and muslins to be tamboured.

CAMDEN, (*Glouc. E.*) a small town, with a manufacture of knit stockings, and some mills for throwing silk.

CAMPSIE, (*Stirl. S.*) a village with two very flourishing print-fields, some weaving of cotton, &c. These new branches have entirely abolished the ancient manufacture of Campsie grey, which was a good and serviceable woollen cloth made by domestic industry.

CANTERBURY, (*Kent. E.*) is an ancient city, the archiepiscopal see of the primate of all England, and a county of itself. This city formerly derived great emoluments from the resort of pilgrims from all countries to worship at the shrine of St. Thomas. Being deprived of that lucrative trade by the change of religion, Canterbury seems to have had little employment for its people, till the revocation of the edict of Nantes drove many industrious French artificers into this country, some of whom established manufactures of silk goods here. The silk trade having lately declined, some manufactures of cotton goods, and silk and woollen mixt goods, have been set up. The adjacent country abounds with hops.

CAPPOQUIN, (*Wat. I.*) a large village, about 15 miles above Youghall on the Blackwater, which is navigable to it.

CARDIFF, (*Glam. W.*) a town near the mouth of the Taff, which carries vessels of 200 tons up to it, has a tolerable harbour, and a good trade in carrying cast and wrought iron to London and other places. The canal between Merthyr Tydvil and this place is likely to be of great service to the trade of both.

CARDIGAN, the capital of the shire of the same name, situated on the north side of the Tyvie, about three miles from the sea, has a good harbour, in which large quantities of lead are shipped.

CARLILE, (*Cumb. E.*) a small city, inclosed with walls, has manufactures of checks, printed cottons, osnaburgs, and other coarse linens; and it is also noted for fish-hooks, whips, and shamoy or oiled leather.

CARLINGFORD, (*Louth. I.*) a town on the south side of a bay, which makes a safe and good harbour for the largest ships, and still retains the name of Carlingford bay, though the town has lost its trade, and is now only noted for good oysters.

CARLINWARK. See CASTLE DOUGLAS.

CARLOW, or CATHERLOUGH, the capital of an Irish county of the same name, is a pretty large town, situated on the Barrow, a navigable river, but with little trade.

CARMACUP. See DOUGLAS.

CARMARTHEN, the capital of a Welsh county named from it, situated on the Towy, which carries vessels of 100 tons up to it, by favour of the high tides usual in the Bristol channel, though it is 8 or 9 miles up the river, and thereby enables it to have some coasting and inland trade.

CARNARVON, also the capital of a Welsh county called by its name, has a pretty good harbour on the Strait of Menai, but very little trade.

CARNEW, (*Wick. I.*) a village situated in a county occupied by makers of linens and coarse woollen cloths.

CARRICK, (*Leit. I.*) a town situated on the Shannon, which, with the adjacent country is rising into prosperity by the increase of the linen manufacture.

CARRICK, (*Tip. I.*) a town on the Suire, near 20 miles above Waterford, is a considerable town, with a manufacture of woollen cloths of a kind called rateens. Sailing vessels can go up to it from the sea.

CARRICKFERGUS, (*Ant. I.*) a town invested with the privileges of a county, situated on the north side of a bay, which used to be called Carrickfergus lough. But as the trade, which was once pretty considerable has mostly removed to Belfast, the bay has also taken its name, and is now generally called the Lough of Belfast.

CARRICKMACROSS, (*Mon. I.*) a thriving town, with a share of the linen trade.

CARRON WORKS, (*Stirl. S.*) the greatest iron-works in Europe, conducted by the greatest company ever associated for carrying on a manufacture. For giving motion to the machinery of this vast establishment, the company have the command of the whole force of the River Carron, which also brings their ore, coal, and other materials, up to the works, and carries off the manufactured goods, without any cartage. Cannon are cast solid, and bored by drills turned by the river; and not only the British government, but every power in Europe, has been supplied with them. There is also a shorter kind of cannon, of a proportion between a great gun and a howitzer, invented in the year 1752 at the fort on Cove island in the harbour of Cork by General Melville, first made here in 1779 by Mr. Gascoigne, director of the works, and now well known over all the world by the name of carronades. Pipes, cylinders, boilers for sugar-works, ballast for ships, stove grates, which are now in almost every apartment in the British dominions where coal is burnt, and, in general, every article that can be made of cast iron, are made in great perfection at these works. There are also forges for making anchors of all sizes, anvils, and other heavy articles; machinery for making malleable iron, and plating iron. Above 140 tons of coal are expended every day, and about 1000 men are employed in time of peace, but a much greater number in war*.—In the neighbourhood there is a large manufacture of nails, and several others on smaller scales.

CASTLEBAR, (*Mayo. I.*) an inland town, rising to importance by the linen manufacture.

CASTLE BELLINGHAM, (*Louth. I.*) a neat village on Dundalk bay, with some linen trade, and noted for the best ale in Ireland.

CASTLEBLANEV, (*Mon. I.*) a village with a thriving linen trade.

CASTLECOMER, (*Kilk. I.*) a small inland town, near extensive mines of iron and coal, valuable for smith's work, which is carried to distant parts of the country by land carriage.

CASTLE DOUGLAS, (*Kirk. S.*) a burgh town (formerly a village called Carlinwark) lately raised to some importance by the establishment of two cotton works. The country around is much improved by a navigable canal between Carlinwark loch and the River Dee, whereby marble is carried in boats up as far as New Galloway, 15 miles above the canal.

CASTLEMAIN, (*Ker. I.*) a town on the River Mang, which carries boats up to it from a landlocked bay, called Castlemain harbour.

CASTLESHANE, (*Mon. I.*) a village in the linen trade.

CASTLETOWN, (*Mann*) the seat of the government of the island, has a few vessels and a little trade. Its harbour, situated at the head of a rocky bay, is a creek of Derby, which, with some other creeks, has scarcely a third of the shipping possessed by any one of the three other ports of the island.

CATRINE, (*Ayr. S.*) a village on the River Ayr, erected in the year 1787 by Mr. Alexander, the proprietor of the ground, and Mr. Dale of Glasgow, the patriotic and beneficent father of the cotton-spinning trade in Scotland. It contains a twist mill and spinning jennies, all driven by water taken from the river: and there are a number of weavers employed by the manufacturers of Glasgow and Paisley. In the year 1793 the village contained 1601 persons: but the number has since fallen off.—The proprietors have provided the inhabitants with grass for cows, ground for potatoes, gardens, a public walk, a church, a school, and, in order to restore the use of ale instead of whisky, a brewery. In consequence of these benevolent measures, the people are remarkably healthy and orderly, and their good example has a happy influence in the neighbouring country†.

CELLARDIKE, (*Fife. S.*) in the prosperous days of the fishery in the Firth of Forth was a place of considerable trade and population. It may now almost be called a deserted village.

CHARLEMONT, (*Arm. I.*) a town on the Blackwater, which is navigable thence to Lough Neagh, has some share of the linen trade.

CHARLESTOWN, (*Corn. E.*) a village, formerly called Polmere, and containing only three or four small houses, has lately been improved by Mr. Rashleigh, the proprietor, to a pretty good town, with a

* Nimmo, in a work which he calls *A general history of Stirling-shire*, p. 462, states the number at 'near two thousand people,' including apparently those employed in the coal mines, stone quarries, charring works, &c. as well as those within the walls of the works.

† As many attempts have been made to represent manufacturing establishments as not only ruinous to agriculture, to which they are evidently a great support, but also as seminaries of vice and immorality, and nurseries of disease, such examples of philanthropy and true patriotism ought to be made as public as possible.

pier and dock capable of receiving large ships, being situated on a commodious bay in the Channel. He erected warehouses for fish, and established a manufacture of thread. Many vessels are built here; and large quantities of ore, granite stone, and china stone for the potteries, are shipped from this thriving port for Liverpool, Bristol, Staffordshire, &c.

CHARLESTOWN, (Fife, S.) a village with a good harbour for ships of 300 tons, where from 30 to 50 vessels are usually waiting for their turns of being loaded with lime of an excellent quality, made at the kilns erected in 1777 by the earl of Elgin, which are believed to be the most extensive works of the kind in Great Britain. Iron-stone is also shipped for Carron.

CHATHAM, (Kent, E.) a town adjacent to Rochester, entirely occupied by the royal dock-yard, store-houses, rope-walks, and other departments necessary in building, equipping, arming, and repairing, ships of war.

CHEADLE, (Staff. E.) a town situated in a country abounding with coal, has manufactures of iron, copper, and brass.

CHEDDER, (Som. E.) a village famous for its cheese. It has also a manufacture of paper; and many of the people of the neighbourhood are employed in spinning yarn and knitting it into stockings.

CHELTENHAM, (Glouc. E.) a town of little business, except in making malt, has lately become a place of fashionable resort in consequence of his Majesty's visit to it in the year 1788 for the sake of the mineral spring.

CHEPSTOW, (Mon. E.) a large and handsome town on the west side of the Wye, two miles above its junction with the Severn, has the benefit of the tide in the British channel, which raises the water 52 feet at this town*. The inhabitants are industrious and enterprising, and deal largely in corn and other provisions, the produce of the fertile surrounding country. Many vessels are built here; some of them very large for the Baltic trade.

CHERTSEY, (Sur. E.) a town on the south bank of the Thames, with manufactures of malt, thread, iron hoops, and bricks, which are sent to London by the river.

CHESTER, the capital of the shire named from it, is an ancient city, containing about 15,000 inhabitants, which has long had a considerable trade with Ireland. About a million of yards of Irish linen are sold at each of the fairs held in July and October: and, for the accommodation of this trade, a new hall, containing 111 shops in a spacious oblong square, was erected in the year 1778. York-shire cloths, Welsh flannels, cheese, horses, cattle, &c. to a large amount, are also sold at the fairs. Great quantities of cheese are shipped for London, and the

carriage of them, and the intercourse, with Ireland, constitute the principal shipping trade of the place: for Chester is too near Liverpool to have a great trade by sea, though vessels from 100 to 500 tons, remarkable for strength and beauty, are built here, entirely of British oak. Neither is there much spirit for manufactures, the chief of which are a small cotton work, a needle manufactory, and two iron founderies.

CHESTERFIELD, (Derb. E.) a thriving and populous town, has manufactures of carpets, stockings, and woollen stuffs; and in the neighbourhood there are iron founderies and potteries. There is a navigable communication with Hull by a canal, which joins the Trent below Gainsburgh.

CHICHESTER, (Sussex. E.) an ancient city, situated on the River Lavant, which brings small vessels up to it; but large ones must discharge two miles lower. The merchants have some foreign trade; but most of the vessels are employed in coasting, and carrying corn to London. There are manufactures of baize, coarse cloth, and blankets; and many vessels are built in the river.

CHIPPENHAM, (Wilt. E.) a town on the Avon, with a good share of the fine clothing trade.

CHIPPING NORTON, (Oxf. E.) has manufactures of horse cloths and some other stuffs.

CHORLEY, (Lanc. E.) a town in the cotton manufacture, the great staple of the south part of Lancashire. There are lead mines in the neighbourhood, and the whole country is full of coal.

CHRISTCHURCH, (Hamp. E.) a town situated at the mouth of the Avon, opposite to the junction of the Stour with it, and on a little bay opening to the Channel, which makes an indifferent harbour, the entrance being obstructed by a bar. There is some coasting trade. Gloves and silk stockings are the chief articles of manufacture.

CHURCH STRETTON, (Shrop. E.) a town with a market for wool and hops, has a manufacture of coarse linens.

CIRENCESTER, (Glouc. E.) an ancient town, with a share of the fine clothing trade, and a very great market for wool†.

CLACKMANNAN, a village which gives its name to a small shire. The only branches of industry are working the coal mines and spinning.

CLARA, (King. L.) a village surrounded by a linen country.

CLARE, (Clare, L.) a village situated on the River Fergus, has some coasting trade, and is ranked as a port in the custom-house, though sometimes it has not a single vessel belonging to it.

CLAY. See BLACKNEY.

CLELAND. See OMOA.

CLEUGH IRON-WORKS. See WILSONTOWN.

CLIFTON, OF TIENDRUM, (Perth, S.) a village

* Common report, which seldom stops short of the marvellous, makes the rise of the tide in the Wye and other rivers of the Bristol channel sixty, and even seventy, feet. But that the greatest height does not exceed fifty-two feet at Chepstow, has been ascertained by an able engineer.

† In the year 1720 it was thought worthy of remark, that Cirencester had a stage coach which went to London. [Mag. Brit. V. i, p. 797] In the present day a town without a stage coach to London may rather be an object of remark.

believed to be the highest inhabited ground in Scotland *, the people of which are employed in working a lead mine.

CLITHERO, (*Lan. E.*) a town on the River Lone, with a share of the cotton manufacture.

CLONEGALL, (*Carl. I.*) a village with manufactures of linen and coarse woolen cloth.

CLONES, (*Mon. I.*) an improving town, with the linen manufacture spread around it.

CLONMELL, the capital of the county of Tipperary, is a large town, situated on the River Suir, which, by means of the tide, carries large boats up to it, and even beyond it. There are flourishing manufactures of woolen and cotton goods.

CLONMINES, (*Wex. I.*) a town at the head of a little bay, has had mines of lead and silver, which are now exhausted or neglected; and the place has consequently decayed.

CLOVELLY, (*Dev. E.*) a maritime town on the Bristol channel. The chief business is the herring fishery during the season.

CLYDE iron-works, (*Lan. S.*) on the north bank of the Clyde, about 4 miles above Glasgow, were established in the year 1786, in a country full of coal and iron-stone. They are conducted on a very large scale, being, at least of the iron-works in Scotland, next to Carron works. Great guns, bored out of the solid as at Carron, and all other kinds of cast work, are made here. Pig iron is also made into bars.

COAGH, (*Tyr. I.*) a village near the west side of Lough Neagh, with a share of the linen manufacture.

COALEROOK DALE, (*Shrop. E.*) a large thriving village on the north-east bank of the Severn, animated by a very flourishing establishment of works for making bar iron, and a variety of articles of cast iron. A bridge, made of cast iron, consisting of only one arch, which admits sailing vessels to pass under it, was thrown over the river in the year 1779, and is famous as the first specimen of that construction.

COAL ISLAND, (*Tyr. I.*) a village with a mine of coal, which, by the help of a canal, is conveyed into the Blackwater, and thence by Lough Neagh to various parts of the country.

The COAL-WORKS of the counties of Northumberland and Durham, according to an account made up in the year 1792 †, employed the following numbers and descriptions of people.

On the River Tyne.

Men and boys employed under and above ground, to work the coals, convey them to the river, and put them into the keels	6,704
Fitters, with their clerks and runners	103
Keel-men, with their boys and coal boatmen	1,547
Trimmers, ballast-heavers, &c.	1,000
Pilots and foymen	500

Seamen onboard the ships which carry the coal to market	8,000
Carpenters, ropers, smiths, sail-makers, &c. employed in repairing the keels and ships	946
Purveyors of provisions and stores for the keels and ships, &c.	1,100
Coal-factors, merchants, clerks, lighter-men, meters, coal-heavers, car-men, porters, &c.	2,000

21,900

Families of the above men, estimated at . . 16,575

Total persons supported by the coal-works on the Tyne 38,475

On the River Were.

Employed under ground	3,000
Bank-men 50, carriers 50, heap-shovelers and wailers 200	300
Blacksmiths and wrights	260
Viewers 20, overmen and deputies 80	100
Agents 20, clerks 20	40
Gin-drivers 80, horse-keepers 40	120
Engine-men and brake-men for machines	60
Waggon-men 500, creasers for waggon-ways 80	580
Staitlinen 20, off-putters &c. 40, loaders 100	160
Keel-men, boys, &c.	1,000
Fitters 60, clerks 100	160
Castlers, trimmers, ballast-men, coal boat-men	1,200
Pilots and foymen	100
Seamen onboard the ships which carry the coals to market	5,500
Carpenters, ropers, &c. for repairing keels and ships	660
Purveyors of provisions and stores for keels and ships, &c.	600
Coal-merchants, clerks, lighter-men, &c. in the several ports (exclusive of London, which is chiefly supplied from the Tyne,	1,160

15,000

Families of the above men, estimated at . . 11,250

Total persons supported by the coal-works on the Were 26,250

The coal-works in Cumberland and those in the Firth of Forth are supposed to employ above 6,000 pit-men, labourers, and seamen, whose families may be estimated at 4,500 persons.

Thus do these branches of the coal trade support above 75,000 persons. Coal is also shipped, to a very considerable amount, in the Bristol channel, in

* The Gaelic name, Tiendrum, signifies the house of the ridge, or back-bone, of the country.

† These accounts are taken from Letters addressed to the Right Honourable William Pitt, on the taxes on coal, 1793, pp. 16—20.

Lancashire; and in the Firth of Clyde. There is, moreover, a prodigious consumption of coal in all parts of the country where there are great manufacturing establishments, the situation of which is generally fixed in consequence of the abundance of that indispensable fuel, which has also of late become the prime mover of the heavy machinery in many manufactures in consequence of the great improvements made upon steam engines by Mr. Watt.

The following general statement of the amount of capital invested in the coal trade of Northumberland and Durham is believed to be nearly correct.

50 collieries, with the keels	£1,030,000
Shipping	1,400,000
and the capital of the coal-buyers and factors in London is believed to exceed	700,000

Total £3,130,000

COCKERMOUTH, (*Cumb. E.*) a considerable town at the confluence of the Cocker and Derwent, has some manufactures of light woolen goods, hats, linen, and leather.

COGGESHALL, (*Eff. E.*) a town on the Blackwater, with manufactures of baize and fay, which have supplanted the antient woolen goods, called Coggeshall whites.

COLCHESTER, (*Eff. E.*) an antient, large, handsome, and populous, town, situated on the south bank of the River Colne, about ten miles from its mouth, which is a large estuary capable of receiving a very numerous fleet. Large ships can come within about three miles of the town, and small vessels quite up to it. The chief articles of manufacture are baize, fay, serge, and some other woolen goods, which give employment to all the adjacent country in weaving or spinning: and great quantities of them are exported to Spain and other countries. About 100 looms are employed in silk goods.

COLERAINE, (*Lond. I.*) a town situated on the River Bann near the sea, and in the heart of the linen manufacture, in which, and the fishery, most of the people are employed.

COLLERCOTS, (*Northumb. E.*) is a small tide harbour, a little way north from the Tine, made by private proprietors for the convenience of shipping their coals.

COLLON, (*Loub. I.*) a neat thriving village, with manufactures of brown linen, muslin, and thread.

COLNE, (*Lan. E.*) a town on the confines of the woolen and cotton manufactures, with a share of both. The woollens are chiefly of the kinds made of long wool, called worsted stuffs; and there is a hall for the sale of them.

COLUMBTON, (*Dev. E.*) a town with a manufacture of ferges and other woolen stuffs.

COMB MARTIN, (*Dev. E.*) a small town on the Bristol channel, with a harbour for boats. It had mines of tin, and lead rich in silver: but they are now exhausted or neglected.

CONGLETON, (*Chef. E.*) a good town, with man-

ufactures of silk, and cotton, goods, and also gloves and purses.

COOKSTOWN, (*Tyr. I.*) a village inhabited and surrounded by linen weavers.

COOTEHILL, (*Cav. I.*) a town with a considerable market for linen.

CORF CASTLE, (*Dorf. E.*) has some coasting trade at its haven with flat paving stones, called Purbeck stone from the adjoining country: and some knit stockings are made here.

CORK, a large and flourishing city, containing about 73,000 inhabitants, is a county of itself, and also gives its name to the largest county in Ireland. It lies on both sides of the River Lee, which carries vessels of 120 tons up to quays in the city. The harbour is a large bay, divided by several islands into a number of channels, wherein a great fleet of vessels may lie perfectly safe. Cork, is the commercial capital of the south part of Ireland, and exports prodigious quantities of beef, pork, butter, and other articles of salted provision, together with a considerable quantity of corn, and also some linen. With so great a trade, the port owns comparatively very little shipping, the provisions being mostly taken in by vessels which call in their way to the West-Indies, &c.

COSHAM, (*Wilt. E.*) a small town in the manufacture of superfine cloth.

COVENTRY, (*War. E.*) a large and populous city, with manufactures of camlets and gauzes, and a cotton factory. But the place is chiefly famous for its ribands, which are carried to all parts of the world.

COWES, (*Hamp. E.*) a town, or two towns with the addition of West and East, on both sides of the River Medina, and the chief port of the Island of Wight, has a good coasting trade, and in plentiful years exports corn to Spain and Portugal. But the chief business of the place is created by landing and reshipping such goods as are by law obliged to be landed in a British port, before they can be carried to any foreign country, and by supplying the various wants of the vessels. Many good vessels are built here.

CRAIL OR CARAIL, (*Fife, S.*) an antient burgh, which about 100 years ago was the chief station of the herring fishery in the Firth of Forth, and of the various branches of business connected with it. Since the herrings ceased from visiting the Firth regularly, the harbour has been neglected, few or no vessels have been built, and the trade of the place is reduced to a trifling manufacture of osnaburg and coarse brown linen.

CRAMOND, (*Edin. S.*) a thriving village at the mouth of the River Amund, has a sitting mill for iron, and very considerable manufactures of iron and steel, which are made into a great variety of articles; and these give employment to a few sloops belonging to the harbour, which is a creek of the port of Leith.

CRANSTON, (*Edin. S.*) a small village, with a manufacture of tar, pitch, oil, volatile spirits, hartshorn, and varnish, all extracted from coal by the process invented by the earl of Dundonald.

CRAWFURD'S DIKE, (*Renf. S.*) a small town near the east end of Greenock, with a good harbour for coasting vessels, much more antient than those of Greenock and Portglasgow.

CREDITON, (*Dev. E.*) a small town, with a manufacture of ferges.

CREETOWN, (*Kirk. S.*) a thriving little town at the mouth of the River Cree, has several small vessels employed in the coasting trade, and particularly in carrying shells for manure. Some cotton-spinning and other manufactures have been established, but not very extensive.

CRICKLADE, (*Wilt. E.*) a town only noted as being at the very head of the navigable water of the Thames, which, by the junction of the Churn, becomes capable of carrying boats.

CRIEF, (*Perth. S.*) an inland town on the border of the Highlands, formerly famous for a great market for Highland cattle, which are now sold at Falkirk and Doune. There are manufactures of lintseed oil, paper, filecias and other linens, woolen cloth, drugget, worsted stuffs, and tanned leather: and of late the spinning and weaving of cotton goods, and tambouring have been introduced.

CROMARTY, a small town, the capital of the smallest shire in the three kingdoms, is situated on the south shore of a noble firth, capable of containing some hundreds of large ships in safety*. A good quay at the town can receive a vessel of 350 tons. With these advantages Cromarty has little business worth noticing, except a pretty considerable manufacture of bagging for cotton and coals, belonging to a company in London, which employs 200 people within the walls and a number of spinners in the neighbourhood.

CROMER, (*Norf. E.*) a fishing village, with a very indifferent landing place on the beach, though it is believed to have once had a good harbour.

CROMFORD, (*Derb. E.*) a village near some lead mines, but more distinguished by the extensive cotton works established by the late Sir Richard Arkwright, the father of the improvement and extension of the cotton manufacture in this country, and of the extension of the cultivation of cotton throughout the world.

CROMWELL PARK, (*Perth. S.*) the seat of a cotton mill, and a very extensive print-field.

CRONEBANE, (*Wick. I.*) a village with very extensive mines of copper, and a mineral water which produces copper.

CROYDON, (*Sur. E.*) a village with a woolen manufacture on a small scale, which was more extensive a few years ago. There is also a cotton manufactory.

CROYLAND, or CROWLAND, (*Linc. E.*) an antient monastic establishment, surrounded by fens. Its trade now consists in carrying to market prodigious numbers of ducks and other aquatic birds, caught in the decoys, and also in carrying fresh-

water fish alive to London in scuttled butts by land carriage.

CULLEN, (*Bamf. S.*) a small town on the shore of the Moray firth. About the year 1748 the linen manufacture was established here by the exertions and influence of the earl of Findlater, then at the head of the board of trustees for the encouragement of the linen and hempen manufactures. The kinds made are chiefly coarse linens, long lawns, and some table linen. The business has lately fallen off a good deal.

CULROSS, (*Perth. S.*) an antient town on the north side of the Firth of Forth, with an indifferent harbour, at which coal and salt are shipped: but there is no foreign trade. The extraction of tar from coal was first practised here by Lord Dundonald. Some linen, cotton, and woolen goods are made; and many girls are employed in flower-ing and tambouring muslin. Most of the weavers have gardens, to which and the healthy situation of the place may be ascribed the longevity of the inhabitants, it having been repeatedly remarked that there are more old people here than in most other communities.

CUMNOCK, (*Ayr. S.*) a village, where some muslins and other cotton goods, and some woolen goods, are manufactured, and also a considerable quantity of shoes.

CUPAR OF ANGUS, (*Forf. S.*) a small inland town, where some coarse linen and pack-sheeting are made.

CUPAR OF FIFE, a neat inland town, the capital of the shire, with a share of the manufacture of brown linens, filecias, &c. which are sent to London, Glasgow, and other places.

DALBEATY, (*Kirk. S.*) an inland village near the Urr, on which river there is a port, called Dalbeaty port, or Dub of Hafs, to which vessels of 60 tons, by the help of spring tides, carry up lime, coal, &c. and carry off corn and other produce. A paper manufacture is the only one of any consequence.

DALKEITH, (*Edin. S.*) a small town, wherein some years ago there appeared a prospect of a woolen manufacture, which has not become considerable. Many girls are employed in tambouring. The weekly corn market is reckoned the greatest in Scotland.

DALNOTER, (*Dunb. S.*) a village on the Clyde, at the end of the great canal, with considerable iron-works.

DALRY, (*Ayr. S.*) a village wherein formerly many people were employed in silk manufactures, but now only about 50. But there are above 200 employed in weaving cotton goods, and many in cotton-spinning works.

DANTSEY, (*Wilt. E.*) a village and manor, the whole of which is occupied by dairy farmers, and produces excellent cheese, known by the name of North Wilt-shire.

* It has been usual to describe the Firth of Cromarty as capable of receiving all the British navy. That could only be true when there were not near half so many ships in the navy as there are now. They who said so probably looked at the extent of water represented in the map, without knowing that the bays on both sides are very shallow.

DARLINGTON, (*Dur. E.*) a town in the center of the most considerable linen manufactures in England. The articles are damasks, diapers, huckabucks, checks, sheetings, and some fine linens. There are also manufactures of tammies, moreens, harateens, and other fabrics, in which the long wool, which abounds in this country, is used. There are also three mills for spinning linen yarn, one for grinding optical glasses, a foundery, &c.

DARTMOUTH, (*Dev. E.*) a town on the Channel, of considerable home and foreign trade. Many of the merchants are rich, and thence it has handsome buildings, though rather inconveniently seated on a hill. Its harbour, formed by the mouth of the River Dart, is large, commodious, and safe, and protected by forts. The Newfoundland fishery, and the pilchard fishery, with the trade to Spain, Portugal, &c. as connected with them, together with ship-building, and the businesses connected with it, employ and enrich the inhabitants.

DEAL, (*Kent. E.*) though a maritime town, and carrying on some foreign and coasting trade, has no harbour but the roadstead in the Downs. As most vessels, whether outward or homeward bound, anchor in the Downs, the resort of seafaring people and others connected with the shipping, and also of summer visitors, makes a brisk circulation of money. The seamen here are very active and skilful in giving assistance to vessels in distress; and cables, anchors, and other stores necessary for such cases, are constantly kept in readiness.

DENBIGH, a neat little town, the capital of the Welsh shire of the same name, has a manufacture of shoes, gloves, and other things made of leather.

DENVY, (*Eff. E.*) the chief town of a marshy hundred, has a trade in cheese of an indifferent quality.

DENT, (*York. W. R.*) a small town in the north-west corner of York-shire, where stockings knitted by the women are the chief manufacture.

DEPTFORD, (*Kent. E.*) a considerable town on the south side of the Thames, contiguous to Redriff, which may be reckoned a part of Southwark. The dock-yards for building ships of war, with the store-houses and work-shops of various kinds, connected with them, employ most of the inhabitants.

DERBY, the capital of the shire of the same name, a well-built town containing about 8,000 inhabitants, has a good trade in corn and malt, and is noted for ale. The marbles and petrifications of the adjacent Peak country afford employment to many hands in forming them into a variety of fancy articles. But the chief business of the place is organizing, throwing, or twisting, silk, which was introduced in the year 1719 by Sir Thomas Lombe, a merchant in London, and his brother, who here erected the first twist mills in England, made from a model he had clandestinely obtained in Italy*. There are now twelve such mills in Derby, which

give bread to about 1,000 people, mostly women and children, and are in a great measure employed in twisting Bengal silk for the East-India company. About 500 people, young and old, are employed in three cotton mills. About 100 make silk, and worsted, stockings. A paper mill has about 50 hands, and a porcelain manufactory about 60. The River Derwent brings barges up to the town.

DEVIZES, (*Wilt. E.*) a town, mostly built with wood, has a manufacture of ferges, not so extensive as formerly, and a good market for corn and malt.

DEVON. See **DOVAN**.

DINGLE, (*Ker. I.*) a town situated at the head of a small bay, which forms its harbour, and is a branch of a spacious bay opening to the Atlantic ocean. It was formerly a commercial port of some note, and has now some trade in butter and linen. Crystals and amethysts are found on the adjacent shore.

DISS, (*Norf. E.*) a neat little town, with manufactures of hempen and linen cloth, woollen yarn, and hosiery.

DOLGELLY, (*Mer. W.*) a small town, with a manufacture of undyed woollen cloths, called white plains.

DONAGHADEE, (*Down. I.*) a small port town, where the packets for the conveyance of letters, passengers, and cattle, to and from Portpatrick are established.

DONAGHY, (*Tyr. I.*) a village inhabited and surrounded by linen-weavers.

DONCASTER, (*York. W. R.*) a large town on the River Don, Daune, or Dun, by the navigation of which it has a communication with Hull and other parts of the country. Some branches of the hosiery business seem to be the only manufactures of the place.

DONEGAL, a town at the head of a fine bay on the north-west coast of Ireland, to which, and to the county it lies in, it gives name, is a place of little trade.

DORCHESTER, (*Dorf. E.*) a large town on the River Frome, chiefly noted for its ale, which is carried to all parts of the world. The adjacent country is covered with sheep, and there was formerly a very considerable manufacture, which worked up all their wool, besides great quantities of wool and woollen yarn from Ireland, which is now decayed.

DOUGLAS, (*Lan. S.*) a village, which in ancient times derived its fame from the martial prowess of its lords. But the inhabitants are now more usefully employed in spinning and weaving cotton. There is also another cotton work at Carmacoup, a little higher upon the Water of Douglas.

DOUGLAS, the largest town in the island of Mann, containing about 900 houses, seated on the side of a river, which, though nearly dry at low water, admits vessels of good burthen with the tide, and is esteemed one of the best harbours in the Irish sea. This port has more shipping and commerce than

* In the year 1732 the parliament gave Sir Thomas Lombe the sum of £14,000 (an ample fortune at that time) in consideration of allowing the art of constructing his engines to be made public, which, undoubtedly, was the best way of rendering it generally useful.

any other one in Mann, and, by several acts of parliament, has the privilege of receiving certain species of goods, not permitted to be landed in any other part of the island. There are some manufactures of linen and paper, and houses for curing herrings.

DOUNE, (*Perth, S.*) a small town of pretty good houses, on the River Teith, has two markets annually for cattle, the numbers of which are sometimes little inferior to those at Falkirk. Doune has been famous for the manufacture of Highland purses, but still more for that of Highland pistols, which have been sold from 4 to 24 guineas a pair, and been sought after by the princes and nobles of various parts of Europe.

DOVAN OR (DEVON) iron-works, (*Clac. S.*) situated on the stream from which they take their name, about three miles from Alloa, were established in the year 1792, in the heart of a coal and iron-stone country, and are not built, but dug out of the solid rock in the face of a precipitous bank. Pig iron to a pretty large extent is made at them.

DOVER, (*Kent, E.*) an ancient town, with a tide harbour supported at a great expense. Being the nearest port to the continent, packets for Calais in France sail from it in time of peace; and the money spent by passengers is the chief support of the town, which has very little trade or manufactures, except shipbuilding and the branches connected with it.

DOWNHAM, (*Norfolk, E.*) a town situated on the edge of the fen country, has a quay for barges upon the River Ouse, from which the corn, butter, &c. of the neighbouring country are sent down to Lynne.

DOWNPATRICK, a small city at the head of the south branch of Strangford lough, more noted for being the capital of the county of Down than for trade.

DOWNTON, (*Wilt. E.*) a small town on the River Avon, with manufactures of paper, bed-ticks, and lace, but chiefly noted for its malt.

DRIFFIELD, (*York, E. R.*) a small town, with manufactures of woollen and cotton.

DROGHEDA, (*Louth, I.*) a well-built town, with above 10,000 inhabitants, at the mouth of the River Boyne, which forms its harbour, is a county of itself. Considerable quantities of corn and flour, with some linen, are shipped here; and coals and other goods are imported for the supply of the neighbouring country.

DROITWICH, (*Worc. E.*) a small town, noted for the excellent quality of the salt made from brine drawn out of pits, which have continued many centuries to supply it in the greatest abundance and of the strongest quality. The works consume about 300 tons of coal every week. Some linen is also made here: and there is a good navigable communication with the Severn by a canal.

DROMAGH, (*Cork, I.*) a village with coal mines adjacent.

DROMANAGH, (*Cork, I.*) another village beside coal mines.

DUBLIN, the capital of the county of the same name, and of all Ireland, is a great and splendid

city, intersected by the River Liffey, from the mouth of which a mole is extended about four miles into the sea. The port possesses a considerable quantity of shipping, employed in trading to various parts of the world, and in coasting. The exports consist of corn, flour, beef, pork, butter, and very great quantities of linens; and the imports, of every article not produced in Ireland, wanted for the enjoyment of life. Two very important canals connect the city with the interior country and the west coast of Ireland. Many branches of trade and manufactures are carried on, which, as in other great places, attract less notice than is due to them. The linen hall, a most commodious and elegant structure, is the center of the linen trade of Ireland.

DUDLEY, (*Staff. E.*) a flourishing town, with manufactures of nails and other articles of ironmongery, and flint glass.

DULAS, (*Ang. W.*) a small port at the mouth of a rivulet of the same name, with a little coasting trade.

DULVERTON, (*Som. E.*) a small town, near mines of lead of indifferent quality, has manufactures of woollen cloths and blankets.

DUNANE, (*Queen. I.*) a village with extensive mines of coal of the hard kind, esteemed for smith's work.

DUNBAR, (*Had. S.*) a handsome little town, with a pretty good tide harbour, partly made by digging to the depth of eight feet in the solid rock in the beginning of the eighteenth century; and from that time the town has continued to prosper. There is some foreign trade; and the whale fishery has been long, and successfully, prosecuted, but has declined of late. The herring fishery gives employment in the season to many hands; and considerable quantities are pickled and redded for exportation. But the chief articles of export are corn and malt, the produce of the adjacent fertile fields. In the town and neighbouring villages there are manufactures of sail-cloth and cordage, and a mill for spinning cotton and flax.

DUNBARTON, the capital of the shire which takes its name, is a small town, with a harbour in the mouth of the River Leven, which was the chief, if not the only, port of foreign commerce on the Clyde, when Glasgow was merely a bishop's burgh. There are about 2,000 tun of shipping belonging to the town, employed in coasting and in the herring fishery. The chief manufactures are bottles and window glass, and nun's thread. The Leven, which is the outlet of Loch Lomond, accommodates the valley up to the head of the loch with the carriage of produce and goods by sailing craft, called gabarts; and there is a valuable salmon fishery in it. Till lately these were all the benefits of any consequence conferred by the Leven upon its valley. But in the year 1768 the quality of the water, which is remarkably soft and pure, was observed to be well adapted for the operations of bleaching and printing. Four bleachfields, and three printfields, were soon established; and these new branches of trade have

given birth to some neat villages, and enlivened the whole valley. The printfields are remarkable for the variety and elegance of their patterns. In the year 1793 they employed above 3,000 men, women, and children, the numbers of the sexes being nearly equal: but in 1794 their number was reduced to 1,905.

DUNBLANE, (*Perth, S.*) though formerly the see of a bishop, is but a small village. It has some manufactures of cotton goods and coarse woollens.

DUNDALK, (*Louth, I.*) a town at the head of a bay known by its name, has an indifferent harbour, and a few vessels. The exports are corn, flour, cattle and some linens. There are thriving manufactures of linen of various kinds and of muslin.

DUNDEE, (*Forf. S.*) a large, handsome, and populous town, on the north side of the Firth of Tay. The harbour admits vessels of 300 tons; and there is a considerable quantity of shipping employed in the foreign and coasting trade, and a few in the whale fishery. The manufactures are osnaburg, sail-cloth, bagging, diaper, and some other linens, coloured thread, tanned leather, boots and shoes for exportation by the way of London*, cordage, &c. Machinery has been erected for spinning cotton, and the yarn is made into calicoes, handkerchiefs, &c.

DUNDONALD, (*Ayr, S.*) a small village with a cotton work.

DUNDRUM, (*Down, I.*) a village, situated on a small inlet of the sea, with some coasting vessels.

DUNFERMLINE, (*Fife, S.*) a large and populous town, with a flourishing manufacture of table linen of excellent quality, which employs 1,200 looms, and has long been the staple of the place. There is machinery for spinning flax, hemp, and wool. The inhabitants have the cheapest fuel in Scotland from a coal mine belonging to the corporation.

DUNFRIES, the capital of the shire so called, is distinguished as the handomest and most populous town in the south part of Scotland. The River Nith, navigable up to the town for vessels of 30 or 40 tons, is the harbour, which is ranked as a port in the custom-house establishment. A few vessels go to the Baltic, but the foreign trade has fallen off much since the importation of tobacco, which was formerly pretty considerable, has been given up. There is a pretty good salmon fishery, but no manufacture of any consequence.

DUNGANNON, (*Tyr. I.*) a town near some good coal mines, and surrounded by a country wherein weaving, bleaching, and farming, are carried on together.

DUNGARVAN, (*Wat. I.*) a small town at the head of a bay, which makes a good harbour, has some vessels employed in fishing and coasting.—South from Dungarvan lies the Nymph bank, a most excellent fishing ground, which Captain Frazer has

lately recommended to the attention of the public, in his *Gleanings in Ireland*, p. 40.

DUNKELD, (*Perth, S.*) an antient episcopal city, but now a small town, containing about 1,800 inhabitants. All the linen yarn, spun in the adjacent country, to the amount of about 200,000 spindles annually, is brought to Dunkeld, where some of it is made into linen; but the greatest part is sent to Perth, Dunfermline, and Glasgow. A wheelwright of this place has invented an improvement upon the spinning wheel, by which better yarn is made in greater quantity, and with more ease to the spinner.

DUNLAVIN, (*Wick, I.*) an inland town, with manufactures of linen and coarse woollen goods.

DUNLEER, (*Louth, I.*) a small town, in the midst of the brown-linen manufacture.

DUNLOP, (*Ayr, S.*) a village noted for the quality of the cheese, known by its name, made on the neighbouring farms.

DUNMANAWAY, (*Cork, I.*) an inland town, surrounded by manufacturers of linen.

DUNMOW, (*Essex, E.*) an antient town, with a share of the baize trade.

DUNSTABLE, (*Bed. E.*) a town, in the neighbourhood of which the women and children are employed in making hats, baskets, and many fancy articles, of straw, which in their hands assumes a vast variety of figures and colours, and produces considerable emolument, especially since the straw hats have been in general request among the ladies.

DUNSTER, (*Som. E.*) a small maritime town, with a manufacture of kerseys.

DUNTOCHER, (*Dunb. S.*) a village on the north side of the Clyde, where there are works (the first of the kind erected in Scotland) for making woollen cloth of the coarse kind called Kendal cotton, or coating.

DUNWICH, (*Suff. E.*) which appears to have been the most considerable port on the east coast before the Norman conquest, has, by successive encroachments of the sea, dwindled to a fishing village.

DUNYPAGE, (*Stirl. S.*) a village with a cotton manufactory and a printfield.

DURHAM, the capital of the episcopal county to which it gives its name, is an antient city, supported by the revenues of the church, and the expenditure of travelers, it being a great thoroughfare.

DURSLEY, (*Glouc. E.*) a pretty good town, with a share of the clothing trade.

DYSART, (*Fife, S.*) an antient town, with a small tide harbour for vessels not exceeding 12 feet of draught. There is great abundance of coal, the mine of which has been on fire during three centuries; and coal, together with salt †, its usual attendant, formerly constituted the chief trade of the place. Dysart, though a creek of Kirkcaldy in

* In the evidence given to the committee of the house of commons on the commercial intercourse with Ireland, in the year 1785, the number of hands employed in making shoes for London was stated to be from 800 to 1000.

† In Fife they say, *Carry salt to Dysart*, as they say elsewhere, *Carry coals to Newcastle*, to express a needless addition to abundance of any thing.

the custom-house language, possesses 4,000 tons of shipping, a quantity equal to that of the principal port. Some of them are chartered by merchants in other ports and by government. The exports consist chiefly of coal and some salt. The imports are timber for building houses and vessels, flax, flax-seed, ashes, and also linen yarn from Bremen and Hamburg. The industry of the people is now chiefly exerted upon the manufacture of checks and bed-ticks, partly for Glasgow, but mostly for London; and the women are resuming their ancient occupation of weaving.

EASDALE, (*Arg. S.*) an island composed of slate, the manufacture of which employs about 300 men as quarriers, besides labourers. About five millions of slates are carried annually to various parts of the kingdom. This little island presents the singular spectacle of a bridge over an arm of the sea, by which it is connected with the main land.—Luing and Seil, two adjacent islands, but much larger, are composed of the same substance with Easdale.

EDENBERRY, (*King. I.*) a thriving town, situated on a branch of the great canal.

EDINBURGH, the capital of Scotland, is situated about two miles from the south shore of the Firth of Forth. The city was originally built on the ridge of a hill in order to enjoy the protection of the castle upon the precipitous western extremity of it. Till about forty years ago the suburbs were not very extensive or populous. But the erection of a new town on the north side of the city, consisting of houses uniformly built of the best materials, and disposed in regular streets and squares, and also of many new streets and squares on the south side, and, indeed, in every direction, has rendered the ancient city of Edinburgh, like that of London, the smallest part of the mass of buildings comprehended under the general name. Along with the improvements in building, the spirit of commerce, which had slumbered since the union of the kingdoms, also arose. The merchants of Edinburgh, whose foreign trade had hitherto been almost confined to Holland and Portugal, sent their vessels to Petersburg and other parts of the Baltic, to America, and the West-Indies. (See **LEITH**.) In Edinburgh, as in other large cities, manufactures are not so conspicuous as in smaller places, where they are the chief objects of attention; but they are numerous, and some of them extensive.

EGGESHAM, (*Renf. S.*) a pleasant village with a cotton work, and many looms working for the manufacturers of Glasgow and Paisley.

EGGLETON, (*York. N. R.*) a village on the Tees, near a quarry of good marble.

ELGIN, the capital of the shire of Elgin, or Moray, an inland town surrounded by a fertile corn country. The industry of the women is thrown away in spinning linen yarn for distant manufacturers: and a woolen manufacture, formerly carried on to some extent, and supported by a breed of fine-wooled sheep, has been neglected, in consequence of which the sheep are supplanted by a race of a larger species.

ELING, (*Hamp. E.*) a village at the head of a branch of the sea, called Southampton water, has docks for building vessels.

ELY, (*Camb. E.*) is a small episcopal city, situated on a piece of ground, called the Isle of Ely, because surrounded by marshes. Except a little intercourse with Lynn by the navigation of the Ouse, there is no trade beyond the supply of the neighbourhood with strawberries and garden stuff.

ELY, (*Fife, S.*) a small town, with a good tide harbour having 15 feet water at spring tides, which frequently affords shelter to vessels caught in storms. There are a few vessels belonging to the place employed in foreign trade; and some pretty large vessels are built. The manufactures are checks and bed-ticks, and a rope-work. Rubies are sometimes found on the shore.

ENNIS, the capital of the Irish county of Clare, is situated on the River Fergus, which carries boats up to it, whereby it has a little trade.

ENNISCORTHY, (*Wex. I.*) a town on the Slaney, which is navigable up to it, has some manufactures of coarse woollen goods, and considerable iron-works.

ENNISKILLEN, (*Ferm. I.*) a town situated in an island lying in the channel between the upper and lower part of Lough Erne, surrounded by a country occupied by linen-weavers and graziers.

EMSEY, (*York. W. R.*) a village near Skipton, with a manufacture of cotton yarn.

ERITH, (*Kent, E.*) a village on the Thames, has some coasting trade in lime, made from chalk, chiefly to London, and sends some even to Holland and Flanders. The refuse of the chalk is carried along the shore as far as Norfolk, to be laid on the ground as a manure.

ERROL, (*Perth, S.*) a village with a small harbour on the Tay for shipping the corn of the neighbouring Carle, and landing coal, lime, &c.

ETON, (*Suff. E.*) a village at the head of the navigation of the River Adur, has some trade in loading barges with timber for the shipbuilders at Shoreham.

EVESHAM, often contracted to **ESHAM**, (*Worc. E.*) a town on the River Avon, which is navigable for barges to it, has a manufacture of stockings. The vale of Evesham is noted for the goodness of its corn.

EXETER, (*Dev. E.*) an ancient city on the River Ex or Ilk, which carries small vessels up to it, the larger ones being obliged to lie at Topsham, three miles lower. The serges, druggets, duroys, kerseys, and everlastings, made in the adjacent country, are bought in a rough state by the traders of Exeter, who dye and finish them for home consumption and exportation. Italy, France, Germany, Holland, Spain, and Portugal, take to the value of £500,000 in these articles. And the East India Company purchase long ells, to the amount of about £100,000. Besides the vessels engaged in the trade with the above-mentioned countries, there are others employed in the Newfoundland fishery, and in the coasting trade.

EYE, (Staff. E.) a town with a manufacture of bone lace, and a good deal of employment in spinning.

EYEMOUTH, (Berw. S.) a village on the River Eye or Aye, which forms a harbour for small vessels. From a fishing village, it has become, in consequence of the improvement of the harbour by good piers, the seat of a very considerable trade in shipping corn, and importing wood, iron, flax, tar, &c. The inhabitants also prosecute the fishery, and send their cured fish to London and Edinburgh.

FALKIRK, (Scotl. S.) an antient town, which has been much enlarged by the vicinity of the great canal and Carron works. It is chiefly noted for the *tryff* (or market) held on the adjacent muir, at which sometimes above 50,000 head of Highland cattle are sold at prices from 15*s* to £25, and also of late years a considerable number of Highland sheep and horses.

FALKLAND, (Fife, S.) a decayed little town, formerly a royal residence. The only article of manufacture is brown linen; and the fine wool of the neighbouring Lomond hills is neglected, though streams of water and plenty of coal are at hand.

FALMOUTH, (Corn. E.) a well-built town at the mouth of an estuary formed by the Fale, or Vale, and several other rivers, which is one of the safest and most commodious harbours in the kingdom, and is therefore the station of the post-office packets for Lisbon, America, and the West-Indies, which occasion a good deal of business in the place. The pilchard fishery is prosecuted in the season, and there is some trade with Portugal, &c.

FAREHAM, (Hamp. E.) a town situated on a small river at the west head of Portsmouth harbour, has a manufacture of a particular kind of bricks for exportation. There are also manufactures of stockings and cordage; and a number of large vessels are built here.

FARNHAM, (Sur. E.) a large and well-built town, surrounded by plantations of hops, for the culture and quality of which this part of the country is famous.

FAZELY. See TAMWORTH.

FERRINTOSH, (Ross, S.) a Highland village, famous for excelling in the pernicious trade of distilling, and an exemption from the excise duties paid in all other parts of the kingdom. In the year 1786 the exemption was rescinded: but still Ferrintosh whiskey retains its reputation.

FERRYDEN, (Forf. S.) a maritime village with some small vessels employed in coasting trade, and some fishing boats.

FEVERSHAM, or FAVERSHAM, (Kent, E.) a large town at the head of a navigable creek, has some coasting trade, and supplies London with great quantities of corn, hops, apples, cherries, and oysters: and some of these commodities are also exported to Holland and the Baltic.

FILEY, (York, E. R.) a fishing village, with an excellent harbour formed by a ledge of rocks, called

Filey brig, wherein vessels are secured from every wind, except those between south-east and east-south-east.

FINDHORN, (Elg. S.) a village at the mouth of a river of the same name, with a small bar harbour, where some corn, salmon, and linen yarn, are shipped.

FINDOCHTIE, (Bamf, S.) a fishing village, deserving notice on account of its harbour, which, having 21 feet of water, it is supposed, might be made capable of receiving a great number of large ships, at the expense of about £3,000.

FINTRY, (Forf. S.) a thriving village near Dundee. In the parish there are 33 mills, within the space of four miles, upon one water, and 9 bleach-fields. One of the mills works machinery for spinning flax.

FISHGARD, (Pemb. W.) a town at the head of a bay, capable of being formed into an excellent harbour. The fishery for herrings and other fish is at present the chief business of the place.

FLEMINGTON, (Lan. S.) a new village a few miles above Glasgow, created and supported by a cotton-spinning work.

FOCHABERS, (Elg. S.) a village on the Spey, with a small manufacture of hosiery ware, and a capital salmon fishery.

FOLKSTONE, (Kent, E.) a fishing town, with some coasting trade, and a pretty considerable trade in shipbuilding, the Folkstone cutters, in particular, being famous for fast sailing.

FORDINGBRIDGE, (Hamp. E.) a town reduced by repeated fires, has a manufacture of tickings.

FORDWICH, (Kent, E.) a town on the Stour, though far from the sea, was once a port, and, as a member of Sandwich, contributed to the outfit of the Cinque-port fleet. It is now accessible only by barges, which come up from Sandwich.

FORFAR, the capital of the shire of the same name, is an inland town, with a manufacture of osnaburg, which employs between four and five hundred weavers, with spinners, winders, &c.

FOWEY, (Corn. E.) a populous town on the Channel, at the mouth of a small river of the same name, which makes a pretty good harbour, has a share of the pilchard fishery, and a considerable number of vessels employed in the coasting and foreign trades.

FRASERBURGH, (Aberd. S.) a small town, with a pretty good harbour and roadstead, possessing a few vessels in the foreign and coasting trades.

FREEFOLK, (Hamp. E.) a village, with a manufacture of fine paper.

FRODSHAM, (Ches. E.) a town near the mouth of the River Weaver, which makes a pretty good harbour, has a considerable trade in refining the salt of the Cheshire springs and mines, and has lately got a share of the universally-spreading cotton manufacture. See SALT WORKS.

FROME SELWOOD, (Som. E.) a large and populous town, with manufactures of fine woollen cloths and kerseymeres, to the annual amount of about

150,000 yards, and of knitted worsted stockings. In the neighbourhood there are mines of coal, lead, and manganese, and a variety of useful clays.

FULNECK, (*York, W. R.*) a neat village with a share of the clothing trade, and works of tambouring and embroidery, performed by the women.*

GAINSBURGH, (*Linc. E.*) a considerable town on the River Trent, by the navigation of which it enjoys a good trade in receiving and forwarding goods to and from the extensive inland country watered by that river and the canals connected with it.

GALASHIELS, (*Roxb. S.*) a thriving village, which has long been famous for the manufacture of a coarse kind of woolen cloth, called Galashiels grey. Of late years the manufacturers, notwithstanding the disadvantage of being 21 miles from the nearest coal, have extended and improved their business, some of their cloths of the breadth of seven eighths of a yard being worth 6s a yard. They also make blankets, flannels, and some other woolen stuffs. And so general is the spirit of industry, that the place has got the name of the Scottish Huddersfield.

GALWAY, the capital of the large shire of the same name, is an antient town containing about 12,000 inhabitants, situated at the head of a spacious bay opening to the Atlantic ocean. The port, in former times one of the most considerable in Ireland, has dwindled away, and now possesses only a few small coasting vessels, and exports small quantities of corn, pork, and linen. Some pearls are found in Lough Corrib near Galway.

GAMERSHALL, (*York, W. R.*) a village, where an attempt has been made to establish a cloth hall: but, as it is between Leeds and Halifax, and only about five miles from the latter, it is not likely to succeed.

GARDENSTON, (*Bamf. S.*) a village with a harbour, to which there belong a few vessels employed in fishing and coasting.

GARGRAVE, (*York, W. R.*) a village on the canal between Leeds and Liverpool, has a manufacture of cotton, and some business in conveying goods on the canal.

GARLESTON, (*Wig. S.*) a new village, has a good harbour with about ten small coasting vessels, which sail to the Clyde, and sometimes as far as London.

GARMACH, or GARMOUTH. See SPEYMOUTH.

GARSTANG, (*Lan. E.*) a town with a share of the cotton manufacture.

GATEHOUSE OF FLEET, (*Kirk. S.*) a handsome village about three miles from the Solway firth, rising into importance by means of several cotton mills† and spinning jennies, with the weaving of mullins and other cotton goods, a tan-work, &c. The River Ilect carries vessels of 50 tons up to the houses; and there are some larger ones belonging to the place, which lie lower down.

GATESHEAD, (*Dur. E.*) a town on the south side of the River Tyne, connected by a bridge with Newcastle (as Southwark with London) and partaking of its trade.

GILLINGHAM, (*Dorset. E.*) a town on the Stour, has some mills for throwing silk.

GIRVAN, (*Ayr. S.*) a small town at the mouth of a river of the same name, which makes a harbour with 11 feet at high water. There is, however, scarcely any trade or shipping. The cotton manufacture has been lately introduced from Glasgow, and is likely to enliven the place, which possesses several natural advantages for a seat of trade and navigation.

GLANDFORD BRIG, frequently called only BRIG, (*Linc. E.*) a town on the River Arkam, with a considerable trade in corn and coals with Hull, by the navigation of the river.

GLASGOW, (*Lan. S.*) the commercial capital of Scotland, is an elegant, large, and still increasing, city, pleasantly situated on the north bank of the River Clyde, which is navigable by vessels drawing about 8 feet to the Broomylaw, a quay extending downward from the lower bridge. Before America became independent of Great Britain, the foreign commerce of Glasgow was chiefly with that country; and consequently it was deranged by that event. But the enterprising spirit of the merchants has found new channels of commerce, sufficient to employ their capitals and industry. They have also turned their attention more than formerly to manufactures, whereby the city has become the center and fostering parent of a prodigious number of manufacturing establishments. There are thirty print-fields within the influence of this hive of industry. The towns and villages in a circuit of many miles around, and some at considerable distances, are filled with spinners; weavers, and the many other classes of work-people depending upon the fabrics of the loom and stocking frame:

* I have never seen any description of Fulneck in print, and therefore think the following account of it, which I have extracted from the journal of a traveler who visited this singular place, may be agreeable to the reader.

† Fulneck, a village inhabited entirely by Moravians, stands in a most romantic situation on a sloping bank facing the sun, at the bottom of which there runs a pretty stream. The space between the houses and the brook is a continued garden, with cloth tenters interspersed. There is in the village a very elegant building, containing a chapel and school-house, with lodging for the scholars. There are also two very singular institutions, almost resembling a monastery and nunnery, called the young men's academy, and the young women's academy. No strangers of the other sex are admitted into either house: but the inhabitants may come out to converse with their friends. They follow any business they chuse, and may change their way of life when they please. The women are about sixty in number, mostly employed in embroidery and tambouring, and they all sleep in one large room. The men, who are about fifty, also sleep all in one room. There is also a house, wherein all the widows live together.

† The mills are driven by water conveyed from Loch Whinnyan in a channel cut partly through a hill.

and there are in the neighbourhood several iron-works for making cannon and all other articles of cast iron, which, taken collectively, are perhaps scarcely inferior in importance to the Carron works. The works for window glass, bottle glass, and ornamental glass, are extensive and thriving. Sugar-baking, malting, and brewing, are old established concerns. But it would be almost as difficult to particularize all the manufactures of Glasgow as those of London: and it may suffice to say, that manufactures of almost every kind are carried on with spirit and activity, and generally in joint stocks by companies, or, as they are generally called here, *concerns*, under the management of one or more of the partners; and that the manufactures requiring fire have the vast advantage of coals close to the city. As the river, which has been deepened about thirty years ago, still admits only coasters and small craft to come up to the city, the merchants load and unload their vessels at Port Glasgow, a town belonging to the corporation of the city. The carriage between the city and the port gives employment to a numerous set of watermen, who possess above 7,000 tons of small flat-bottomed sloops, called gabarts.

GLASLOUGH, (*Mon. I.*) a village on the Blackwater, thriving with the linen manufacture.

GLOUCESTER, an episcopal city, and the capital of the shire of the same name, is situated on the east side of the Severn, by which, and the rivers connected with it, it has a very extensive inland trade. Pins are almost the only article manufactured here, and the demand for them has been much reduced by the change of the fashions of female dress. For the noble canal from this city, along the side of the Severn, see V. iv, p. 283.

GODALMING, (*Sur. E.*) a town on the river Wey, which carries barges from the Thames up to it, and no higher, has manufactures of kerseys, stockings, and paper.

GORBALS, (*Lan. S.*) a village on the south bank of the Clyde, which may be called the Southwark of Glasgow, being subject to that city, and partaking of its trade.

GORDONSBURGH. See MARYBURGH.

GOSPORT, (*Hamp. E.*) a large town opposite to Portsmouth, and, like it, subsists by the navy. Many vessels are built here; and in time of peace there is some intercourse with France.

GOURDON, (*Kink. S.*) a village with a very indifferent little harbour, and some small sloops employed in bringing lime and coal for the adjacent country. The fishery of the place is almost ruined by the desertion of the fish, especially the haddocks, since the year 1782, when the beds of mussels, the chief article of their food, were destroyed by a great storm.

GOUROCK, (*Renf. S.*) a village with a good and deep harbour. This place was apparently the original seat of the herring trade in the Firth of Clyde, and is still the station of a herring fishery,

which, with the process of curing and smoking, and a rope-work, constitute the chief trade of the place.

GRANGEMOUTH, (*Stirl. S.*) a village erected in the year 1777 on a point between the mouth of the River Carron and the end of the great canal. The harbour is capable of receiving a good number of large ships, and, by its connection with the canal, has got much of the trade of importing timber, corn, hemp, flax, &c. formerly enjoyed by Borowstownness and the other harbours in the Firth. A very great coasting trade is also carried on here.

GRAVESEND, (*Kent, E.*) a town on the Thames, chiefly supported by supplying necessaries to the vessels, which, whether outward or homeward bound, generally anchor opposite to it. Almost the only manufacture of the place is shipbuilding.

GRAYS THURROCK, (*Essex, E.*) a town on the Thames, with some intercourse with London by regular vessels.

GREENHITHE, (*Kent, E.*) a village with a trade in lime.

GREENOCK, (*Renf. S.*) a well-built and flourishing town on the River Clyde, has a good harbour with 18 feet water at spring tides, formed by three piers projecting into the channel; but the space being too small, additional piers have been built to enlarge the harbour. Before the American war the shipping belonged mostly to the merchants of Glasgow: but now the merchants of Greenock have so far extended their commerce, that they employ on their own account many more vessels than then belonged to the port; their shipping in the year 1800 amounting to 35,057 tons, being more than any other port in Scotland, and inferior only to London, Liverpool, Newcastle, Sunderland, Hull, Whitehaven, and Whitby, in England. The inhabitants are all less or more engaged in trade with America, the West-Indies, Newfoundland, the Baltic, Ireland, and the coasts of Great Britain, or in the herring fishery: and the only manufactures are sugar-baking, shipbuilding, sail-cloth, cordage, and the other branches connected with shipping.

GREENWICH, (*Kent, E.*) a handsome and pleasant town on the south bank of the Thames, distinguished by its magnificent hospital for superannuated and wounded seamen belonging to the royal navy, and the observatory on Greenwich hill, the point from which British geographers and navigators reckon the longitude.

GRIMSBY, (*Lin. E.*) a well-built town at the entrance of the Humber, retains but little of its former importance, the harbour being so much choked up as to admit only small vessels. Larger ones, however, lie in the roadstead, which is good and safe, and thereby the town has still some trade.

GUILFORD, (*Sur. E.*) a pleasant town on the river Wey, once the seat of a great manufacture of cloths, known by its name, (see V. i, p. 604) and has a very small clothing trade still remaining.

Great quantities of timber and corn from the adjacent country are sent in barge, by its river and the Thames to London.

GWECK, (*Glouc. E.*) a village with a small harbour on the Bristol Channel, and a few small coasting vessels, with which it is ranked as a port in the custom-house accounts.

GUENNAF, (*Corn. E.*) a village in the center of the greatest copper mines in the south-west part of England.

HADDINGTON, the capital of the shire of the same name, has had a woollen manufacture during almost two centuries: but, notwithstanding several efforts to support it, it has sunk almost to nothing.

HALESOWEN, (*Shrop. E.*) a small town, with a manufacture of nails.

HALESWORTH, (*Suff. E.*) a considerable town on the River Blyth, about ten miles above Southwold, with which it communicates by a canal. Much yarn is spun here and in the neighbourhood.

HALIFAX, (*York, W. R.*) a flourishing town on the River Calder, which carries sailing vessels up to it. According to Camden, the woollen manufacture was established here about the beginning of the sixteenth century: and it is now the center of the manufacture of stuffs, comprehending calimancoes, everlastings, russels, armines for Spain, tammies, durants, shalloons, now little used in this country, and mostly shipped for the Levant, a kind of them 50 inches broad for Holland, &c. Yard-wide cloths and kerseys, and also some broad cloths, are made here; and of late much more has been done in them than in stuffs. There are also manufactures of blankets and carpets; and the cotton manufacture is extending into the neighbourhood. It is not very long since a cloth hall was erected in this town. It differs from those of Leeds and Huddersfield in being divided into 315 apartments, of which each manufacturer has one appropriated to himself; whereas in the others, though each clothier has his own distinct stall, the whole are open to the inspection of all comers at once, as in an open market. Halifax is not so large a town as might be expected: but the whole country around it, though not naturally fertile, is so thick settled, that it has the appearance of a vast straggling town.

HALSTED, (*Eff. E.*) a pleasant town, with manufactures of baizes and ferges, and a considerable market for corn.

HALTWESEL, (*Northumb. E.*) a good town on the South Tine, with a manufacture of baizes.

HAMILTON, (*Lan. S.*) a small handsome town on the south bank of the Clyde, with very little trade, the only manufactures being some weaving, chiefly in cotton, together with tanning and dressing leather, some of which is sent to London.

HARBURGH, or **MARKET HARBURGH** (*Leic. E.*)

has some manufactures of silk goods and slight woollens.

HARLING EAST, (*Norf. E.*) a town noted for linen and linen yarn, sold at its markets.

HARPTREE, (*Som. E.*) a village near Wells, has mines of lapis calaminaris, in which are also found mangaese and many beautiful spars.

HARTLAND, (*Dev. E.*) a small town on the Bristol channel, has some fishing business, and cures some herrings in the season.

HARTLEPOOL, (*Dur. E.*) a town situated on a small, but lofty, peninsula, has a pretty good harbour, with a road-head affording safe anchorage. Corn, coal, and lime, are shipped from it; and many of the inhabitants follow the fishing business. —It is now in contemplation to convert the pool, called the Slake, between the peninsula and the main land into a spacious wet dock, by means of a wall with a gate across the narrow mouth of it.

HARTLEY, (*Northumb. E.*) a small town with a harbour in the coal trade. In the year 1799 there were shipped from it and Blythe nook, 26,642 chaldrons for London, 15,047 for other British ports, and 127 for foreign countries.

HARWICH, (*Eff. E.*) a handsome town, situated on a point at the mouths of the Orwell and the Stour, which form a safe harbour, sufficiently capacious to contain four or five hundred vessels at anchor. This port is the station of the post-office packets for Helvoetsluys, and has many vessels, a considerable number of which are employed in the fishery, which, together with ship-building, and their attendant branches of industry, and the accommodation of travelers to and from the continent, and of the company attracted by the convenience of sea bathing, constitute the chief employment of the inhabitants.

HASTINGS, (*Suff. E.*) one of the original Cinque ports, has a harbour now only fit for small vessels; and its trade is accordingly reduced to fishing and some intercourse with London.

HAVERFORD-WEST, (*Pemb. W.*) a handsome, prosperous, town, situated on the River Dugledieu, and a county of itself.

HAWICK, (*Roxb. S.*) a pleasant town in the heart of the south part of Scotland, with manufactures of carpets*, ferges for covering carpets, rugs, inkle ware, stockings, and narrow woollen cloth; to which may be added nursery plants, which are sent by Messieurs Dicksons to all parts of Scotland, England as far as York, North Wales, &c.

HEADON, (*York, E. R.*) a small town on a rivulet running into the Humber, was once a considerable port, but has long been declining by the sea choking up its harbour, and cannot now be called a port at all.

HELFORD, (*Corn. E.*) a village with a good

* The carpet business was begun in 1760 by four partners upon the small capital of £400. They allowed all the profits to accumulate; and in 1778 their capital was £4,000. [*Leob's Tour*, p. 47.]

little harbour, at which tin is shipped, and the pilchard fishery is prosecuted.

HELMSLEY, (*York, N. R.*) a small town on the River Rye, with some manufactures of cotton and linen.

HELSTON, (*Corn. E.*) one of the coinage towns for the stannary, and has some trade. Though situated at the head of a fine pool, it is inaccessible by shipping, the entry being entirely barred by sand.

HEMEL HEMPSTEAD (*Hert. E.*) is reckoned one of the greatest markets in England for corn. Some of the women find employment in making lace, and straw plait for hats, both articles much in demand.

HENLEY, (*Oxf. E.*) an antient town on the Thames, sends great quantities of corn, flour, and malt, down the river to London.

HEREFORD, an episcopal city, the capital of the shire which bears its name, is situated on the River Wye, in the heart of the cyder country, and sends great quantities of that liquor, and also corn, oak timber, and oak bark, down the river to Bristol. It has scarcely any manufactures besides leather gloves.

HERTFORD, a well-built town, the capital of the shire of the same name, has great markets for corn, malt, and wool, which are sent by the River Lea to London.

HEXHAM, (*Northumb. E.*) a good town on the south bank of the Tyne, has some tan-works, and manufactures of shoes and gloves.

HEYTSBURY, (*Wilt. E.*) an antient town, with a flourishing woollen manufacture.

HILLSBURGH, (*Down, I.*) a town situated near the canal between Lough Neagh and Belfast, with some trade.

HINKLEY, (*Leic. E.*) a town with a small manufacture of stockings.

HITCHAM, (*Norf. E.*) a maritime village on the Wals, has a few vessels in the corn and malt trade.

HITCHIN, (*Hert. E.*) a considerable town, in the heart of a fine corn country, has a great trade in corn and malt.

HOLYHEAD, (*Ang. W.*) a small town at the west end of Anglesey, with a very improveable harbour, which, being the nearest to Dublin, is the station of the post-office packets for that city. The town derives its principal support from the expenditure of passengers, and some company attracted to it in summer by the convenience of sea-bathing.

HOLYWELL, (*Flint. W.*) lately a poor village, chiefly supported by the resort of a few Roman-catholics to the well, from which it has its name. It is now a populous town, enlivened by the manufactures of iron wire, brass, brass wire, plate brass, copper sheets for the bottoms of ships, nails of all sizes, bolts, and other works for shipping, which used to be made of iron before copper sheathing was introduced. All these works are very extensive. But on a much larger scale are the cotton

works, carried on in several massy buildings by the *Cotton-twist company*, wherein a great number of boys and girls are employed, whose comfortable subsistence, and education, are carefully and humanely attended to by their employers. All the machinery employed in the numerous works of this place is set in motion by the water of the Holywell, which bursts out at once a very respectable stream, and, though it does not now perform any supernatural miracles, is wonderfully useful in turning eleven great wheels in its short course of one mile. The country adjacent to Holywell is a bed of mines of lead, copper, calamine, black jack or tutaneg, and lime, together with coal, which gives value to all the others.

HONITON, (*Dev. E.*) a good town, has a manufacture of lace, and sends great quantities of butter to London.

HORNBY, (*Lan. E.*) a small town with a manufacture of cotton.

HORSHAM, (*Suff. E.*) a considerable town, has a quarry of flag stone, fit for paving, and also used for roofs.

HOUSTON, (*Renf. S.*) a thriving village with considerable manufactures of lawn, and also muslin, and other cotton goods.

HUDDERSFIELD, (*York, W. R.*) a prosperous town, and a great market for yard-wide woollen cloths, from 10d to 8s per yard, which are made in the country to the westward of it as far as Blackstone edge, the boundary of York-shire, and some even in the adjacent parts of Lancashire. The buyers and sellers of cloth used to meet in an open square till about the year 1765. They have since had a very commodious hall, which forms a large circle, with a diametrical range dividing the interior part into two semicircles. It is subdivided into ranges resembling streets: and the benches, or stalls, are generally filled with cloths, lying close together upon edge, with the bosom up for inspection. Here a great deal of business is done in very little time; for at half after twelve every body is obliged to leave the hall. The inhabitants of this town and neighbourhood have also taken up the manufacture of broad cloths, which are made as fine as those of the west of England, together with kerseymeres, serges, and some other woollen fabrics.

HULL, (*York, E. R.*) called also Kingston upon Hull, as being situated at the junction of that river with the Humber, is a large antient town (see *V. i.* pp. 358, 462) and a county of itself. It has a very great trade, being the center of a most extensive inland navigation through all the fertile and opulent manufacturing districts, watered by the many navigable rivers which unite in the branch of the sea called the Humber. Besides a great inland and coasting trade, Hull has very extensive and increasing commerce with the continent of Europe and America, and is largely concerned in the Greenland fishery. In quantity of shipping this port ranks as the fifth in England, being next to Sunderland. The river being found too confined for accommodating the shipping, a dock has been dug

out of the land, 500 yards long and 83 yards wide, wherein the vessels lie constantly afloat. The manufacturing establishments; besides those connected with the construction and outfit of vessels, are two sugar houses, a soap work, a paper mill, some oil mills, &c.

HUNGERFORD, (*Berk. and Wilt. E.*) a town situated on the River Kennet, and on the canal, which is made to connect the Avon at Bath with the Kennet and the Thames.

HUNTINGTON, a populous town, the capital of a shire of the same name, is situated in a fertile country on the banks of the Ouse, by the navigation of which it has some trade with Lynne.

HUNTINGTOWER, (*Perth. S.*) a village, called also Ruthven, with an extensive print-field.

HUNTLY, (*Aberd. S.*) a neat and flourishing village, enlivened by several branches of the linen manufacture, some cotton manufactures, thread works, and bleachfields, for which the water of the River Bogie is said to be peculiarly well qualified. Huntly is expected to become the Pasley of the North.

HYTHE, (*Kent. E.*) once one of the chief Cinque ports, long ago decayed by reason of its harbour being choked with sand. Its whole shipping now consists of two hoys, which trade to London.

ILCHESTER. See **IVELCHESTER**.

ILFRACOMB, (*Dev. E.*) a neat thriving town, situated on the Bristol channel, with a quay 800 feet long, a pier, a light-house, &c. Being of safer and easier access than some of the neighbouring harbours, it has a good deal of business, and possesses more shipping than any port between Bristol and Falmouth, except Biddeford.

ILMINSTER, (*Som. E.*) a small town with a share of the clothing trade.

INISHONAN, (*Cork. I.*) a neat village with linen manufactures in and around it, situated about five miles above Kinsale on the River Bandon, which carries large vessels up to it.

INSHIRA, (*Perth. S.*) a village with a good harbour on the River Tay, at which vessels of considerable burthen take in the corn produced in the fertile Carse of Gowrie, and deliver such goods as are wanted in the country.

INVERARY, (*Arg. S.*) a well-built little town, situated on the west side of Loch Fyne, has long been famous for the resort of herrings of a superior quality, which almost fill the loch in July, and continue till January. In the throng of the fishery above 500 boats are busily employed in reaping this heaven-directed harvest; and vast numbers of men, women, and children, are employed upon the land in the various processes of curing, and other

branches of business connected with the fishery. *But sometime: they are obliged to throw away their fish for want of salt.* Loch Fyne also abounds with other fish, which find a ready market in Glasgow. The duke of Argyll has endeavoured to introduce a woolen manufacture: but the want of coal, by obliging those, who might have been spinners, to spend their time in preserving peats, prevented its success. An iron-work, conducted by some gentlemen of Lancashire, has been more successful.

INVERKEITHING, (*Fife. S.*) an ancient town at the head of a little bay of the Forth, which makes a safe and commodious harbour, but too near to Leith to have much trade. A few vessels belonging to the place use foreign trade: but most of them are employed in coasting, and particularly in carrying coal. The manufactures, besides linen, the general staple of Fife, are an iron-work, and salt-works, the usual attendants upon coal.

INVERLEITHEN, (*Peeb. S.*) a small inland village, at which Mr. Brodie, a gentleman concerned in extensive iron-works in Shropshire, erected a set of works for spinning wool by machinery wrought by water. 'But for causes which the author [of the statistical account of Inverleithen] does not choose to dwell on, the manufacture has not gone on with that success, to the advantage of the gentleman who erected it, that its first beginning promised. The fault lay neither with him nor the conductor of the work.' The undertaking possessed the advantage of being in the heart of a sheep country, a command of water for the machinery, plenty of provisions, and consequently cheap labour.

INVERNESS, the capital of the great shire of the same name *, and in some degree of all the north part of Scotland, is a considerable town, inhabited by about 5,000 people, of whom the upper classes are distinguished by urbanity and public spirit, and even the lower classes are remarkably polite. The mouth of the River Ness makes a pretty good harbour, but does not admit very large vessels. There is some trade to the Baltic for hemp, flax, timber, &c. but the vessels are chiefly employed in coasting. A manufacture of white and coloured threads gives employment in its various branches to near 10,000 men, women, and children, in the town and adjacent country. A manufacture of hempen stuff for bags, tarpaulins, &c. employs above 1,000 †. And there are several other manufactures of less importance. A considerable salmon fishery is leased by a company at Berwick, who carry the fish, partly packed fresh in ice, and partly pickled in kits, to London. Surely, at the expiration of the lease the inhabitants, in that spirit of manufacturing and commercial enterprise, which

* Great as Inverness-shire is, it was a vast deal greater before the year 1503, when it comprehended the present shires of Ross, Sutherland, and Caithness, and that part of Argyll-shire which lies to the northward of Mull and Lismore. See the Map adapted to the year 1400 in *Geographical illustrations of Scottish history*.

† This business was begun about the year 1766, on a capital of £1,200, which by good management was improved to £15,000 in the year 1778. [*Loch's Tour*, p. 56.]

has had so great an effect in improving the condition of their town, will take the salmon business into their own hands.

INVERUGY, (*detached part of Barmf. S.*) a village near Peterhead, with a manufacture of white thread.

IPSWICH, (*Suff. E.*) a large and handsome ancient town, about 12 miles above the mouth of the River Orwell, or Gipping, which, with the flood tide, carries large vessels within two miles of it. The town enjoyed a very considerable trade during many centuries, which has declined, as has also the Greenland fishery carried on from this port in later times, both owing, perhaps, to the general use of vessels too large to proceed quite up to the town. Great quantities of corn are shipped for London and other places; and ship timber is sent to the royal dock-yards.

IRVIN, (*Ayr. S.*) a thriving town near the mouth of a river of the same name, which serves as a harbour for coasting vessels, and in spring tides admits those of 11 feet draught. The coal, which abounds in the neighbourhood, is the source of the wealth of the place. About 50 vessels belonging to it, from 33 to 160 tons, are constantly running with coal, and the manufactures of the neighbouring country, to Ireland; and many Irish vessels are also employed in the same trade. Some vessels are employed in bringing hemp, iron, and timber, from Norway, the Baltic, and Wales; and some attend the herring fishery in the proper season. Some jennies have been erected for spinning cotton; and the Glasgow manufacturers employ about 70 girls in tambering.

ISLE MARTIN, (*Ross. S.*) a small island in the entrance of Loch Broom, the most regular resort of the herrings on the west coast. There is a curing house for herrings, erected by a Liverpool company: and, for the accommodation of the fishers and other traders on the west coast, a custom-house has been established here. The cod fishery may be rendered an important object on this coast.

IVELCHESTER, usually contracted to ILCHES-TER, (*Som. E.*) a small town on the River Ivel, has a manufacture of thread lace, rather decayed, and a silk manufacture, lately established.

JAMESTOWN, (*Dunf. S.*) a village on the banks of Megget water, inhabited by people employed in a mine of antimony. The miners, by the bounty of their employers, and their own contributions, possess a little library, which improves their minds, and employs a part of their leisure time; for they can work only six hours each day in the mine.

JOHNSHAVEN, (*Kink. S.*) a village, with a bad, but improveable, harbour, which once possessed a fleet of good fishing boats, manned by expert fishermen, whose industry supplied the people of the Mediterranean coasts with food for their fish days. This trade has been abolished by press-gangs, &c.

and now a manufacture of sail-cloth employs the people who have not left the place.

JOHNSTON, (*Renf. S.*) a thriving village, owing its existence to the erection of some cotton mills and other spinning machinery in the year 1782.

KEIGHLY, (*York. W. R.*) a town on the south side of the River Aire, with a considerable manufacture of the lighter woolen goods, called stuffs, or new drapery.

KELLS, (*Meath. I.*) a thriving town, surrounded by a country occupied by graziers and weavers of coarse linen.

KELSO, (*Roxb. S.*) a handsome country town upon the Tweed, the chief manufacture of which consists of shoes for the supply of Northumberland and the other adjacent parts of the country. Some flannels and other woolen goods, and some linens, are also made here.

KELVEDON, (*Eff. E.*) a village with a share of the baize manufacture.

KENDALE, (*Westm. E.*) a considerable town on the River Ken, or Kent, which carries boats up to it. The manufacture of coarse woolen cloths, called Kendale coatings (corruptly cottons), has been carried on here about 500 years. Linseys, flannels, and sheeting linens, are also made in and about the town; and many of the women knit stockings.

KENMARE, (*Kerry. I.*) a town situated at the head of a large estuary, which makes a spacious safe harbour, was formerly enriched by the fishery of pilchards; but they have now deserted the coast. There is a cotton manufactory in the place.

KENNET PANS, (*Glac. S.*) a village, so called from salt-works which have been given up, has a harbour on the Forth with 16 feet water at spring tides. It is chiefly noted for extensive distilleries here, and in the neighbouring village of Kilbagie, by which great numbers of cattle are fattened, and the agriculture of the country much improved.

KESWICK, (*Cumb. E.*) a town situated among romantic mountains, lakes, and streams, has some manufactures of duffles, flannels, plaids, and linseys. Near it, in Borowdale, are the mines of black lead, so well known for its universal use in pencils. It is also used by the dyers; and the inferior kinds are serviceable for scouring iron. This singular substance is found in no other part of the world*.

KETTERING, (*Northamp. E.*) a good town with manufactures of everlasting, fine serges, calimancoes, and other light woolen stuffs.

KIDDERMINSTER, (*Worc. E.*) a populous and thriving town, has communication with Liverpool and Bristol by a navigable canal. After a revolution of other manufactures, all in wool, it has been noted for some time for a kind of carpets, known by its name; and the workmen have lately introduced others of better quality.

KILBARCHAN, (*Renf. S.*) a village with some

* Some detached pieces of excellent black lead have been found in the island of Ilay; but the main body of it has not yet been discovered. Black lead has been also found in Glengary, but of an inferior quality, and the mine has not been worked. [*Anderson's Present State of the Hebrides (Western islands) p. 148.*]

extensive cotton mills, and a manufacture of cotton goods for Paisley.

KILBRIDE, (*Lan. S.*) a thriving village, has a cotton manufactory, and makes some coarse muslins and bed counterpanes.

KILDARE, (*Kild. I.*) an antient episcopal city, with very little trade, being chiefly supported by the concourse attracted by the races frequently held on a tract of ground, called the Curragh, well adapted for such exhibitions.

KILKENNY, a city and county of itself, in the heart of the larger county of Kilkenny, is very populous for an inland place, having about 16,000 inhabitants. In and around it blankets, and other coarse woollen goods, are manufactured, and very fine marble is dug, which is carried to various parts of Ireland, and even to London.

KILLALA, (*Mayo, I.*) a small town, situated at the mouth of the River Moy, and at the head of a fine bay, with a good land-locked harbour, but with very little trade.

KILLALOE, (*Clare, I.*) a small episcopal city on the Shannon, has some trade by boats, which, by means of canals where the navigation of the river is interrupted, carry merchandize, &c. to and from Limerick.

KILLARNEY, (*Kerry, I.*) a small town with a manufacture of linen.

KILLERIES, (*Mayo, I.*) a village on a small inlet of the sea opening into a spacious bay, to which great numbers of bufls resort in the herring season.

KILLOUGH, (*Down, I.*) a village at the head of a little bay, with some small coasting vessels.

KILLYBEGS, (*Don. I.*) a town on the north side of Donegal bay, with a few vessels, and some foreign trade.

KILLYLEAGH, (*Down, I.*) a town on the shore of Strangford lough, with a harbour for small vessels.

KILMARNOCK, (*Ayr, S.*) a thriving town, containing about 6,000 inhabitants, of whom near a half are employed in a variety of manufactures, consisting of carpets, cotton goods, leather, iron, tobacco, &c.

KILMAURS, (*Ayr, S.*) an inland town, formerly famous for the sharpness and elegance of the knives made in it, called Kilmaurs whittles, the same name by which the Sheffield knives were known in Chaucer's time. It is not now distinguished by any kind of manufacturing industry, except that of some of the girls in tambouring.

* These works, while they enrich the country all-around them, also relieve the old inhabitants of the place in the expense of their poor, instead of burthening them with an additional load, as is the case in some manufacturing districts. "At several of the works weekly collections are made by the workmen, which are accumulated into a capital, and, by the judicious management of the proprietors, they are thereby enabled, not only to maintain their poor, but also to employ 'furgeons and schoolmasters for the benefit of the workmen and their families.' [*Statistical Account of Scotland*, V. 4, p. 237] The same wise policy is established by Messieurs Boulton and Watt in their great works at Soho, which see. And it must give pleasure to a philanthropist and a lover of his country to observe that similar establishments are becoming general.

† Mr. Loch was of opinion that Kincardin employed more shipping than any other port in Great Britain, in proportion to the number of people.

KILPATRICK, (*Dunb. S.*) a prosperous village on the north bank of the Clyde, at the west end of the great canal. The vicinity of Glasgow has inspired manufacturing industry; and above 1,300 people, of all ages and of both sexes, are comfortably supported by calico-printing, bleaching, paper-making, iron-works, and a pretty extensive woollen manufacture *.

KILRONAN, (*Rosf. I.*) a village near the head of the Shannon, with valuable mines of coal, iron, and apparently other metals, and great variety of potter's earth, flint, &c. The coal is worked very imperfectly; and the iron, &c. are neglected.

KILSYTH, (*Stirl. S.*) a large and increasing village, near the Forth-and-Clyde canal. Muslin and tambouring are the principal branches of manufacture.

KILTARILTY, (*Inver. S.*) a village with saw mills on the River Beaully, at which yellow fir of a very durable quality, brought down from the forests by that river, and the Glas, and the Cannich, is made into boards, and then floated down to Lovat, where vessels, not exceeding 90 tons, load with them for Leith, London, and other places.

KILWINNING, (*Ayr, S.*) an inland village, with some cotton works, some manufactures of silk gauzes and muslins, and tambouring and flowering upon the later.

KINCARDIN, (*Perth, S.*) a new village of neat houses on the shore of the Forth. Many vessels are built here, of which some are sold to other ports, and employed in the West-India trade and Greenland fishery. Those belonging to the place measure above 4,000 tons, being about two thirds of the whole shipping registered in the port of Alloa, of which this is a creek. They are mostly employed in carrying coal, salt, lime, &c. from Alloa, and other harbours on the Forth, to Leith, Dundee, Perth, Holland, Norway, and the Baltic, and in importing wood, iron, flax, and flax-seed, with which they supply, not only their own neighbourhood, but even Glasgow and the west coast by means of the canal. Many of them are chartered; and of these some go to the Levant, and one went even to India in the service of government †. Formerly salt was shipped here to a considerable amount. When that trade was given up, great distilleries were established; and happily they have declined. There are quarries of excellent stone, from which the infirmary, royal exchange, and register-office, in Edinburgh, a church in Aberdeen, and (accord-

ing to tradition) the Stadt-house of Amsterdam *, were built. In addition to shipbuilding, the staple manufacture of the place, two companies employ some looms in weaving cotton goods, and about 100 girls in tambouring. The spirit of industry, which animates every individual of this small community, is such as must give pleasure to every real friend of his country.

KINGHORN, (*Fife, S.*) an antient burgh on the north shore of the Forth, with two harbours, and scarcely any shipping, except nine very stout sloops of about 40 and 60 tons, which, with a number of rowing boats, are constantly employed upon the ferry between Pettycur, the western harbour of Kinghorn, and Leith: and so steady and skilful are the seamen in these vessels, that there is no record or remembrance of any of them being lost. The manufacture of knitted thread stockings, and spinning, which used to employ, and starve, the women of this place, are now happily superseded by four or five mills for spinning cotton and flax by machinery, in which, and the subsequent process of weaving, the young of both sexes find profitable employment. Kinghorn, like the other coast towns of Fife, enjoys the advantage of having coal and fish at hand.

KINGSCLERE, (*Hamp. E.*) a pleasant town, with a good corn market, and some trade in malt.

KINGSTANLEY, (*Glouc. E.*) a prosperous town, situated on the River Stroud, the water of which is noted as particularly favourable for dying scarlet. There is a great trade in clothing, the cloths being all dyed in the piece. The dying works are very extensive; one, in particular, reckoned the greatest establishment of the kind out of London, has a suite of work-shops, which make a little town of themselves.

KINGSTON, (*Sur. E.*) an antient town, pleasantly situated on the Thames, in a fertile country, has a great market for corn.

KINGSTON UPON HULL. See HULL.

KINGTON, (*Heref. E.*) a considerable town, with some clothing trade, and great markets for corn, cattle, &c.

KINROSS, the capital of a very small shire of the same name, is a neat little town, pleasantly situated on the west side of Loch Leven †, wherein there is a fine species of trouts, much esteemed in the Edinburgh market. The manufacture of cutlery, for which the place was formerly famous, has declined, probably owing to the Sheffield goods being cheap-

er. The present manufactures are filellas and other linens.

KINSALE, (*Cork, I.*) a large town, containing about 10,000 inhabitants, at the mouth of the River Bandon, which makes an excellent harbour, wherein there is a dock, with stores for the use of the royal navy. A good deal of corn is shipped at Kinsale; and it has a small share of the provision trade.

KINVER, (*Staff. E.*) a town on the River Stour, with a considerable manufacture of narrow cloths, some of which are almost as fine as the broad cloths of the West of England. There are on the river some mills for rolling and slitting iron, first erected by a man of the name of Brindley, who obtained the secret of constructing and managing them in Germany by pretending to be an idiot.

KIRKBY STEPHEN, (*Westm. E.*) a town on the River Eden, with a manufacture of stockings in and about it.

KIRKCALDY, (*Fife, S.*) a long narrow town on the shore of the Forth, with a tide harbour. It possessed a very considerable trade in the seventeenth century, as appears by a register of 94 vessels, valued, with their cargoes, at £53,791 sterling ‡, lost or taken by the enemy. Other losses, and the slaughter of many of the inhabitants in the civil war, together with the interruption of the trade to Holland, brought the town to a languishing condition; and the union gave the finishing stroke to the trade of the port, which was so completely ruined, that in the year 1760 its shipping consisted of one coasting vessel of 50 tons, and two ferry-boats of 30 tons each. Since the peace of 1763 the exertions of some spirited individuals have restored the trade and manufactures of this place, and raised them to a very flourishing state. The vessels belonging to the town measure above 4,000 tons §. To Holland and the Baltic they carry coal; and their returns are corn, flax, flax-feed, linen yarn, ashes, wood, iron, bark, tallow, &c. Some trade to the Mediterranean, America, and the West Indies; and a few of the smaller ones are in the coasting trade with London, Aberdeen, &c. Considerable quantities of bed ticks, and checked and striped linens, are made in and near this town; and many more are purchased from other parts of Fife, which are sent mostly to London and Glasgow. The yarn for these goods is partly spun in the country, and partly imported from Bremen and Hamburg. Jennies have been introduced for spin-

* The ruins of works, said to have been erected by the Dutch for shipping the stones, are still remaining: and the plan and execution of them appear to be Dutch.

† Loch Leven is famous for its two principal islands, on one of which stood the castle, wherein the unfortunate Queen Mary was confined; and on the other the monastery of St. Serf, whereof Andrew of Wyntown was prior about the year 1400, whose *Original Chronicle of Scotland*, written in the language of the country, has lately been published with proper illustrations.

‡ This sum sounds trifling in the present day. It is true that vessels were then smaller, and less valuable, than now: but it is also true that money was vastly more valuable.

§ According to the custom-house arrangement, the port of Kirkcaldy extends from Aberdour down to Largo inclusive; in which range of coast, besides Dysart, which is not inferior to Kirkcaldy in quantity of shipping, are the harbours of Aberdour, Bruntisland, Kinghorn, Wemyss, Methil, Leven, Largo, and several harbours for boats.

ning cotton yarn, which, along with linen yarn, is made into checks and stripes. Some stockings are made here; and several people are employed in tanning. Vessels are built for this and other ports; and the antient business of boiling falt has been resumed. Kirkcaldy may be reckoned the manufacturing and commercial capital of the east part of Fife, as Dunfermling is of the west. But the industry of the people has unhappily been directed to the comparatively unprofitable manufacture of linen, which must be made of materials, either imported from strangers, who will surely reserve the best for their own manufacture, or more disadvantageously obtained, and of worse quality, by raising it at home upon the best of the land proper for bearing corn; while they have almost totally neglected the beneficial woolen manufacture, for which the peninsula is peculiarly well adapted by the abundance of coal and streams of water, and a great extent of ground in the interior part of the country much fitter for pasturage than for corn, together with the benefit of all parts of the country being near to water carriage.

KIRKCUDBRIGHT, the capital of the shire of the same name, is a small town, with a good harbour in the River Dee. It is almost dry at low water, but vessels can lie at anchor lower down near the mouth of the river, with 16 feet at low water and 40 at high water. Of the vessels belonging to the port, the two largest are employed in foreign trade, and the others in coasting, and carrying salmon, with which the river abounds. There are some cotton, and some woolen, manufactures, neither very extensive; and some shipbuilding.

KIRKHAM (*Lan. E.*) has a manufacture of fail-cloth, for which the shipping of Liverpool make an ample demand.

KIRKINTULLOCH, (*Dunb. S.*) a thriving town, seven miles from Glasgow, situated on the great canal, whereby it has the advantage of being in some degree a port for the adjacent country. It has some manufactures of linen and cotton, and a cotton mill, erected by Sir John Stirling, a public-spirited gentleman in the neighbourhood.

KIRKWALL, the capital of the Orkney islands and the shire of Orkney, is a pretty good town, with a tolerable harbour, from which are exported some beef, pork, butter, tallow, hides, rabbit skins, salt fish, yarn, coarse linen, and kelp, and sometimes corn; almost all in vessels belonging to Orkney.

KIRRIEMUIR, (*Forf. S.*) an inland village, with manufactures of osnaburgs and coarse linens of various kinds to a considerable amount, and also shoes, for all which Dundee is the principal market.

KNARESBURGH, (*Tork. W. R.*) a town on the River Nid, with manufactures of sheeting and other linens, and a very considerable corn market.

LANARK, the capital of the shire to which it gives its name, is an antient decayed town, situated on the east bank of the Clyde, lately revived and improved by the accession of a manufacturing village, called *New Lanark*, the creation of Mr. David Dale, a public-spirited citizen of Glasgow. The manufactures of the old town are—hosiery; shoes for exportation, somewhat declined; white thread; some brown linens.

In the year 1785 Mr. Dale began to erect his works, which consist of four capital cotton mills, all the machinery of which is driven by water drawn from the Clyde. Along with the usual spinning machinery and jennies there are also patent jennies, invented by Mr. Kelly, which are attended by children. In the year 1793 there were employed in these works, including masons, carpenters, &c. 1334 people, more than half of them being under 13 years of age: and at the same time Mr. Dale employed 324 persons in the neighbourhood in weaving, winding, &c. For the accommodation of his people he built the village of New Lanark, which in the year 1793 contained 1519 inhabitants,* whereof three were schoolmasters, retained for the instruction of the young labourers, and also the children who are too young for work, by the benevolent proprietor, whose paternal attention to the health, education, and morals, of his great family has been held forth as a model for similar institutions. In the year 1799 Mr. Dale disposed of these great works to a company of gentlemen from Manchester.

LANCASTER, the capital of the duchy and shire, which are named from it, is an antient town, consisting of good houses, built of stone, and many of them elegant, on the south bank of the River Lune, the mouth of which forms its harbour. The shipping of this port has increased very much of late, and is next in quantity to that of Bristol. Many of the vessels trade to America, the West-Indies, and the Baltic. Many good vessels are built here: some cabinet-makers here send their work to London: and there are considerable manufactures of fail-cloth, sheeting, and coarse linen. A navigable canal enables this town to have inland communication with the chief rivers on both sides of England.

LANELLY, (*Garm. W.*) a town situated on an estuary of the Bristol channel, has a good number of vessels, mostly employed in carrying coal, which abounds in the adjacent country.

LANGHOLM, (*Dunf. S.*) a populous village, with manufactures of cotton goods, checks, thread, and flockings. A considerable factory for spinning woolen yarn has been established here. Much of the cloth worn by the people here is made from the wool of this country, which is remarkably fine, after being sent to England, combed there, returned to Langholm to be spun, again sent to England,

* A considerable number of the people are Highlanders, whom Mr. Dale rescued from emigration. The antient Romans gave an honorary coronet to him who saved the life of one fellow-citizen. What multiplied honours are due to the man who saves many hundreds of his fellow-subjects, with their descendants, from being for ever lost to their country?

where it is made into cloth, and finally returned to its native place to be worn; a profitable trade—for the carriers.

LANGPORT. (*Som. E.*) a town on the Parret, which, by favour of the tide, carries barges with coal and all kinds of goods up to it for the supply of the adjacent country.

LANRUSTED, (*Card. W.*) a village about 10 miles south of Aberystwith, with a small harbour and a little trade.

LARGO, (*Fife, S.*) a village with a harbour at the mouth of the Water of Keil, protected by a quay, at which vessels of 200 tons can lie. Wheat, barley, oats, beans, potatoes, and salt, are shipped here: and wood and iron are imported from Norway. The manufactures are salt, brown linen, check, &c.

LARNE, (*Ant. I.*) a town situated on an inlet of the sea, with a harbour and about 30 vessels employed in the coasting trade, fishing, &c.

LASWADE, (*Edin. S.*) a village with some considerable paper mills, two large bleachfields, &c.

LAURENCEKIRK, (*Kink. S.*) a pleasant inland village, which the patriotic exertions of Lord Gardenilton, the proprietor, raised from 54 to above 600 inhabitants, who are all employed in various manufactures. The inn here possesses the very uncommon accommodation of a library, which the public-spirited father of the village put into the hands of the landlord for the use of travelers.

LAVENHAM, (*Suff. E.*) a pleasant town with a manufacture of hempen cloth. The people are partly employed in spinning for other places.

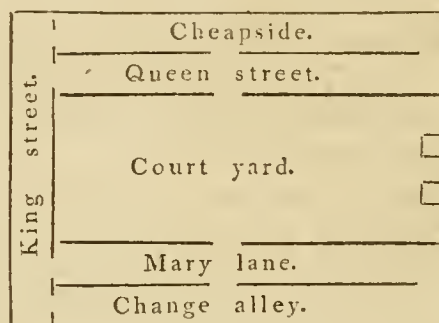
LAWTON, (*Chef. E.*) a village near Northwich, with a share of the salt trade. See SALT-WORKS.

LEADHILLS, (*Lan. S.*) a village in the upper part of Clydesdale, beside the most copious lead mines in Scotland. Gold was formerly got in the same district; and some minute particles are still picked up, but not in sufficient quantity to repay the labour of searching for it. It is worthy of observation, that the miners, the only inhabitants, whose work employs them only six hours in the day, have subscribed a joint stock for a library, and bestow a part of their leisure time in improving their minds.*

LECHLADE, (*Glouc. E.*) a town situated at the junction of the Lech, the Colne, and the Swin, with the Thames, which, having already received the Churn, becomes here capable of carrying barges. It has also the benefit of the canal between the Severn and the Thames, which joins the later here: and both navigations make it a deposit for butter, cheese, and other articles of inland trade.

LEDBURY, (*Heref. E.*) a neat town, with a share of the clothing trade.

LEEDS, (*York. W. R.*) a large, handsome, and populous, town, which may be reckoned the capital of the clothing trade of York-shire. Coloured broad cloths, camlets, and some stuffs, are made about Leeds, and white broad cloths in the country to the westward of it: and almost all the broad cloths made in York-shire are sold in this town. The market was first held on the brig (bridge); but the business soon grew too great for so small a space, and was transferred to the High street, whence it was removed in the year 1758 to two commodious halls, one for coloured cloths, and the other for white, or undyed, cloths. The following is a sketch of the hall for coloured cloths.



Each of the streets is subdivided into two walks by the stands, or stalls, of which there are 1770, every one having the name of a clothier painted on it. The hall is so completely lighted, that the colours can be seen as well as in the open air. The hall for white cloths was like one side of the other till the year 1775, when it being found too small, a larger one was built, which contains 1210 stands. A third hall, smaller than the others, was afterwards erected for the use of those clothiers who have not served regular apprenticeships. The market for coloured goods is held on Tuesday and Saturday at nine in the morning, and that for white goods on Tuesday at one. The cloths, having been properly full'd, and the uniformity of their fabric being certified by a leaden ticket affixed by the inspector, are brought to the market in the rough. The buyers make their bargains in very few words, and the cloths are carried to their warehouses to be perked.† The buyer then pays the clothier a part of the price, generally about two guineas on each piece; and for the balance he takes credit for six months. The merchants either

* Mr. Burns, the Ayr-shire poet, after enumerating, in a letter to Sir John Sinclair, some of the books belonging to another society of rural readers, observes, that 'A peasant, who can read and enjoy such books, is certainly a much superior being to his neighbour, who, perhaps, stalks beside his team, very little removed, except in shape, from the brutes he drives.' [*Sinclair's Stat. account, V. iii, p. 600.*]

† Perking, or examining, the cloth is performed by drawing it from end to end over two rollers, fixed to the ceiling, before a window, the examiner having it between him and the light, so that he sees any faults in the fabric, for which the seller allows discount at an established rate.

have the machinery and workmen for finishing the cloths within their own premises, or they employ people who make a business of dressing and finishing. When finished off, they are sent to the place of their destination, generally by the River Aire, which is navigable by sailing vessels, to Hull, where they are shipped in coasting vessels or foreign traders, agreeable to the order sent to the navigation agent.

In the West riding of York-shire the manufacture of cloth is managed very differently from the manner of conducting it in the West of England. There the manufacturers are men of great capitals, and employ the weavers. (See BRADFORD, *Wilt.*) Here the weaver buys the wool; his wife and children card and spin it; with the help of his apprentice he dyes it himself, weaves it, takes it to the fulling mill, and then to his stand in the hall: and almost all the money received for it, beyond the cost of the wool, the dye-stuffs, and the fulling, may be reckoned clear profit, being the price of his own and his family's labour. Of late some of the greater clothiers, or merchants, have established factories for conducting all the operations of preparing the wool, weaving, finishing, &c. within their own premises; and they have also gone more into the manufacture of fine cloths than formerly; in both these respects imitating the West-of-England clothiers. But the attempt to bring all the branches of the business into one hand is repro- bated by the smaller clothiers as a dangerous en- croachment upon the established order of things.

To return to Leeds, the town, though far from the sea, has manufactures of glass, and a great trade in supplying York, Hull, and other towns, with coal. Such are the blessings of inland navigation, and of persevering industry, which has almost covered the country with populous towns, neat thriving villages, and the snug detached dwell- ings of the clothiers, almost within call of each other, and mostly built upon their own freehold property.

LEEK, (*Staff. E.*) a considerable town, with manufactures of buttons and sewing silks, &c. and noted for its ale.

LEICESTER, a large, handsome, and populous, town, but not well paved, is the capital of the shire of the same name. The manufacture of hos- iery, chiefly worsted, is carried on very exten- sively: and large quantities of cheese, corn, and cattle, are sold at its fairs.

LEIGHLIN BRIDGE, (*Carl. I.*) a town on the River Barrow, which is navigable, has some trade, and is apparently improving.

LEITH, (*Edin. S.*) the sea-port of Edinburgh, is a considerable town, situated on both sides of the Water of Leith, which, after turning 71 mills of various kinds, has been made, by means of piers, a pretty good harbour, with 16 feet of water in spring tides. The bridge was lately pulled down, and a draw-bridge erected, which, by allowing

small or light vessels to go higher up the river, adds a quarter of a mile to the harbour. The foreign trade has increased very much of late, particularly with Russia. There are some vessels in the Green- land whale fishery, several in the herring fishery on the west coast, and a great number in coasting. (See EDINBURGH.) Some good vessels are built here; and there are two dry docks for repairing. The principal manufacturing establishments, be- sides rope-works and others concerned in fitting out the shipping, are the glass-works, at which bottles, window, and ornamental, glass are made.

LEOMINSTER, corruptly called LEMSTER, (*Heref. E.*) a large and handsome town on the River Lug, has manufactures of felt and leather: but the chief article is the excellent wool of the adjacent coun- try, for which, as the best in England, it has very long been famous. The wheat of this part of the country is also excellent, and sold in great quanti- ties at the markets here.

LEONARD STANLEY, (*Glouc. E.*) a town in the heart of the clothing trade, of which it has a share.

LEOSTOFF, (*Suff. E.*) a considerable town with a harbour for small vessels. The industry of the inhabitants is chiefly exerted in the fishery for her- rings and mackerels; and there is some coasting trade.

LERWICK, (*Ork. S.*) a small town in the Main- land of Shetland, with an excellent harbour with two entries, the only one in Shetland, which is a port in the language of the custom-house. See SHETLAND.

LESKARD, (*Corn. E.*) a large town, one of those appointed for the coinage of tin, makes con- siderable quantities of boots, shoes, and other wares of leather.

LESTWITHIEL, (*Corn. E.*) one of the coinage towns for tin, where the lord warden of the stan- naries holds his court. The River Fowey was navigable for barges up to it, till it was choked up by the sands from the mines.

LETHAM, (*Forf. S.*) a village near Aberbroth- ock, inhabited and surrounded by weavers of osna- burg and their spinners.

LETTERKENNY, (*Don. I.*) a town at the head of a bay called Lough Swilly, which is a most cap- acious and excellent harbour, extending 20 miles into the country, with water for the largest ships.

LEVEN, (*Fife, S.*) a village at the mouth of the River Leven, which makes a pretty good harbour for vessels not exceeding 150 or 160 tons. They are employed in trading to Holland and the East country, whence they import wood, iron, &c. The principal manufacture is brown linen, for which there is a brisk demand:

LEWES, (*Suff. E.*) a large and handsome town, situated on the west bank of the Ouse, which car- ries barges up to it, and even a few miles higher, to the iron-works, at which cannon, bombs, balls, &c. are made.

LICHFIELD, (*Staff. E.*) an antient episcopal

city, and a county of itself. It is noted for its ale, but has little or no trade, being inhabited chiefly by gentry and clergy.*

LIMERICKS, (*Fife, S.*) a village with an excellent harbour for vessels of 300 tons, at which great quantities of coal are shipped.

LIMERICK, a large and flourishing city, containing about 40,000 inhabitants, is a county of itself, and also gives its name to a very extensive and populous county. This city, the commercial capital of the west coast of Ireland has a noble harbour in the River Shannon, which has water for ships of 500 tons at the quays, and exports considerable quantities of corn and salted provisions, and also some linen.

LINCOLN, an antient episcopal city, a county of itself, and also giving name to a very extensive county, is situated on the River Witham, and has also a navigable communication with the Trent, by means of a canal called Foss-dike, and thereby sends great quantities of corn and wool into Yorkshire.

LINLITHGOW, the capital of the shire of the same name, and an antient royal residence, is a small town, wherein tanners, curriers, tawers, and shoemakers, were formerly the chief manufacturers. Considerable quantities of their shoes go to America. Some carpets and hosiery ware are made here: and there is a print-field, a bleach-field, and some tannouring for the manufacturers of Glasgow.

LISBURN, (*Ant. I.*) a flourishing town on the River Lagan, by which, and a canal, it has a communication with the sea and with Lough Neagh. The linen manufacture is carried on to a great extent in this town and its neighbourhood, and the people engaged in it are generally thriving.

LISSADIL, (*Sligo, I.*) a maritime village, noted for the goodness of its oysters.

LITTLE HAMPTON, (*Suff. E.*) a small sea-port on the Channel, at the mouth of the Arun.

LIVERPOOL, (*Lan. E.*) a large, handsome, and prosperous town, containing about 60,000 inhabitants, situated on the east side of an estuary formed by the expansion of the River Mersea. In or before the year 1207 the town had buggesses. About the year 1328 they began to make some improvements on their streets, &c. (See *V. i, pp. 374, 516.*) In 1565 there were 138 householders and cottagers; but till 1699 the town was a part of the parish of Walton, a village several miles lower on the same side of the river. In 1710 the first dock was built; and the trade to Africa commenced about the same time. The port of Chester was now declining, and Liverpool got possession of most of the trade with Mann and Ireland, that

with the later being the principal business of the place. In the year

1336 Liverpool had some shipping. (See *V. i, pp. 515, 516.*)

1565	12	vessels, burthen	223	tuns.
1701†	102	-	-	8,619
1787	445	measuring	72,731	
1790	504	-	-	80,003
1800	796	-	-	140,633

The following brief statement of the shipping entered inward and cleared outward, and of the lock dues received, gives a good view of the increase of the commerce of Liverpool.

Years.	Inward.		Outward.		Lock dues.
	British, tons.	Foreign, tons.	British, tons.	Foreign, tons.	
1752	29,137	5,430	31,777	5,884	£1,776
1764	46,387	10,112	50,709	8,132	2,780
1774	79,315	8,032	76,892	8,744	4,580
1780	58,769	17,087	61,573	19,202	3,528
1784	122,263	26,091	113,481	26,958	6,598
1790	205,440	35,677	201,641	36,143	10,037
1792	225,242	41,166	231,277	41,213	13,244
1793	188,286	41,177	169,770	47,719	12,480

N. B. Coasting vessels are not included in this account.

In the year 1709 Liverpool began to have a share of the slave trade, and has long been the principal port in that branch of business. The following is a statement of its progress down to the commencement of the present war.

Years.	Vessels.	Tuns.	Years.	Vessels.	Tuns.
1709	1	30	1775	81	9,200
1730	15	1,111	1776	57	7,078
1737	33	2,756	1777	31	4,060
1753	72	7,547	1778	26	3,651
1755	41	4,052	1779	11	1,205
1760	74	8,178	1780	32	4,275
1761	69	7,309	1781	43	5,720
1762	61	6,752	1782	47	6,209
1763	65	6,650	1783	85	12,294
1764	74	7,978	1784	67	9,568
1765	83	9,382	1785	79	10,982
1766	65	6,650	1786	92	13,971
1767	83	8,345	1787	81	14,012
1768	81	8,302	1788	73	13,394
1769	90	9,852	1789	66	11,564
1770	96	9,818	1790	91	17,917
1771	105	10,929	1791	102	19,610
1772	100	10,150	1792	132	22,402
1773	105	11,056	1793	52	10,544
1774	92	9,859			

* Doctor Johnson said that the people of Lichfield (his native place) had heads, and those of Birmingham and Manchester had hands. Perhaps he thought that the important, beautiful, and ingenious, productions of those two hives of industry, and also the wonderfully powerful and expeditious machinery, used in making them, could be fabricated by hands without heads.

† Liverpool was now inferior only to London, Bristol, Yarmouth, Newcastle, and perhaps Ipswich, in quantity of shipping.

The great falling off in the number in time of war may be ascribed to the facility of fitting out slaving vessels for privateering, a line of adventure to which the people of this port have been particularly prone. The merchants, who vie with those of London in the spirit of commercial enterprise, also send their vessels to the West-Indies, America, various parts of Europe, Greenland, and to every part of the world, except those which are exclusively reserved to chartered companies. The goods imported by them are dispersed through an opulent country, abounding with mines of coal, copper, and iron, quarries of stone and slate, mines of salt, and streams of water fit for driving machinery, and enriched by a vast variety of manufactures, conducted on the most extensive scale, for all which Liverpool is a principal shipping port. The modern extensive improvements in inland navigation have moreover rendered almost every part of England accessible by barges from this port. Liverpool surpasses all other sea-ports in the excellent accommodation of wet docks, wherein the vessels lie with the greatest security, and load or unload with ease and safety. Adjacent to the docks are stacks of warehouses, some having ten or eleven floors, and all substantially built.

Many manufactures are carried on in this busy town, particularly cotton-spinning; stockings; watch-movements; copperas; copper-works; iron-works; porcelain, and other pottery; glass; salt-works, from which Ireland and other countries are supplied; sugar-houses; rasing mills, breweries, which, besides supplying the country, furnish great quantities of beer for exportation, &c. &c.

Liverpool has a very convenient custom-house, a large and handsome exchange, a neat theatre, and all the other useful and ornamental structures, proper for a great and prosperous town, which is unquestionably the second port in Great Britain, and the commercial capital of the west coast of England.

LOCHBAY. See *V. iv, p. 434*.

LOCHMABEN, (*Dunf. S.*) an inland town, wherein some coarse linen is the chief article of manufacture.

LOCH WINNOCH, (*Renf. S.*) a village, lately animated by the erection of three cotton mills, a large bleach-field, and the manufacture of muslins and other cotton goods.

LONDON, the great metropolis of the British empire, is situated on the north bank of the River Thames, at the head of that part of its course which is navigable by sea vessels, and possessing a very extensive inland trade by the river and its navigable branches and connected canals, which convey to the city the produce and manufactures of a fertile country and many industrious towns, and in return carry to them the productions of every part of the globe. The quantity of goods annually carried upon the upper part of the river in barges, is estimated at 800,000 tons. London is exclusively the seat of the vast commerce carried on

by the East-India company, and also that of the Hudson's-bay company, and is one of the three ports authorized to send vessels to Africa for the slave trade. But, independent of the branches of trade confined to the port by exclusive charters, the unparalleled stock of goods of every kind, and in every variety of assortment, to be found in London, secure to it such a commanding superiority, that the merchants of all parts of the world apply to it for their general cargoes, even in preference to the countries wherein some of the articles are produced or made; and hence it has become the general market, and the commercial capital, of the whole world. And, by means of the bank of England, and the connections of the private bankers with the banks and bankers in all the three kingdoms, together with the payments of duties and taxes into the exchequer, and the issues from it, London becomes the center of all the money transactions of the British empire.

In the year 1794 the twenty-five wards of the city, exclusive of Southwark, contained 21,649 houses. But the whole contiguity of buildings, generally comprehended under the name of London, contains above 160,000 houses, and about a million of inhabitants.

In the vast extent of this city, and its immediate environs, all kinds of manufactures are carried on to a prodigious extent, though they have nothing of that conspicuous appearance, which a single branch of manufacture, comparatively of little importance, makes in a small town. A particular detail of so extensive and diversified a subject, if the materials were attainable, would require a large volume; and therefore I shall only observe, that the town-made goods are in general in superior demand; and that artists, makers of instruments of all kinds, makers of elegant and expensive articles, except those which require a great deal of room for their work, and in general all those who do more with their heads than with their hands, find London the most proper theatre on which their talents can be displayed and remunerated.

As much of the history of this city as is connected with its commerce, and also the principal improvements in it, and especially those conducive to the accommodation of its commerce and shipping, have already been related in the body of this work; to which, and to the several professed histories and descriptions of London, the reader, desirous of further information, must be referred.

LONDONDERRY, the capital of the county of the same name, in the north part of Ireland, is a handsome and populous city, situated on the west side of the Foyle, a deep river, which about four miles below, falls into the head of a large land-locked bay, called Lough Foyle. The neighbouring country is covered by bleach-fields and the cottages of linen-weavers; and the port has some trade with the West-Indies, America, &c. the exports being chiefly linens.

LONGFORD, a well-built inland town, the capital

al of the shire of the same name, the people of which are much employed in spinning and weaving, and carry to market great quantities of yarn, linen, and oats.

LOOE, (*Corn. E.*) a small town, or rather two separate burghs, called East Looe and West Looe, on both sides of the River Looe, which makes a harbour for vessels of about 100 tons. The pilchard fishery is the chief trade of the place.

LOSSIEMOUTH, (*Elg. S.*) a village with a small harbour, the property of the town of Elgin, where coal, salt, and other necessaries, are landed; and some barley, oats, and peltry, are shipped. The harbour has been improved by the erection of two piers; but still a vessel of 80 tons requires a spring tide to get into it.

LOUDWATER, (*Buck. E.*) a village with a manufacture of paper.

LOUGHBURGH, (*Leic. E.*) a small town with a share of the hosiery business.

LOVAT. See KILTARILTY.

LUNCARTY, (*Perth. S.*) a village on the River Tay, where a most capital bleach-field was established by the late Messieurs Sandeman and Turnbull, whose descendants have added a cotton mill, and manufactures of soap and candles.

LURGAN, (*Arm. I.*) a thriving village near the south side of Lough Neagh, with a share of the linen manufacture.

LUSS, (*Dunb. S.*) a village upon the west bank of Loch Lomond, the largest sheet of fresh water in Great Britain. There are quarries of good slates, which are exported by its inland sea in small sloops, called gabarts, to Stirling-shire, and, by the River Leven, to Glasgow and other places. There is a cotton mill, and a manufacture of thread, each on a small scale.

LUTON, (*Bedf. E.*) a small town with a share of the lace and straw manufactures, which are spread over the adjacent country.

LYME, (*Dorf. E.*) a well-built town, situated in a small bay on the Channel. There is here an artificial mole, called the Cobb, constructed with such solidity, that the custom house, and warehouses, and other buildings, have been erected upon it. This, together with another mole, incloses a basin, wherein vessels lie very snug. The merchants have some foreign trade, are concerned in the Newfoundland fishery, and also cure pilchards, when they come so far up the Channel.

LYMINGTON, (*Hamp. E.*) a town situated about a mile above the mouth of a short, but navigable, tide river, which makes a harbour for vessels of good burthen on the strait between the main land and the Isle of Wight. has a pretty considerable trade, and is noted for its salt-works, which, however, are not carried on now so extensively as formerly.

LYNNE, (*Norf. E.*) a large antient town, with about 12,000 inhabitants, situated at the mouth of the River Ouse, which makes a spacious and commodious harbour, though the entrance be rather

difficult. The merchants have a considerable trade with Spain, Portugal, Holland, and the Baltic, and send some ships to the Greenland fishery. By means of the River Ouse, which is navigable as high as Bedford, and its several navigable branches, the produce and manufactures of a very extensive, fruitful, and opulent, inland country are brought down to Lynne, where they are shipped, and, in return, all the wants of the country are supplied.

MACDUFF, (*Bamf. S.*) a new village with a good harbour. There are about 1,000 inhabitants; and they have some pretty good vessels, which trade to Leith, London, and the East country. In the River Doveran there is a good fishing for salmon, which are mostly pickled for the London market; and some are salted, and exported to France and Spain.

MACKLESFIELD, (*Chef. E.*) a large town, with plenty of coal, stone, and slate, in its neighbourhood. The articles of manufacture are—hats, cotton goods, sewing silk, twist, and twist buttons, cords, silk and worsted garters, tape, &c. There are also copper-works, brick kilns, and machinery for throwing silk, chiefly employed by the East-India company.

MAGHERAFELT, (*Lond. I.*) a town near the north-west shore of Lough Neagh, with a considerable share of the linen manufacture.

MAIDENHEAD, (*Berk. E.*) a large town on the Thames, has a considerable trade in corn, malt, and timber, which are sent down the river to London.

MAIDSTON, (*Kent. E.*) a handsome and flourishing town on the River Medway, which carries barges and small vessels up to it with the tide, is surrounded by orchards of apples and cherries, and fields of corn, hops, &c. the produce of which, together with ship timber, are sent to the dock-yards and to London. There are manufactures of fine paper, and also of thread, introduced by the Walloons, who fled from the persecution of the duke of Alva.

MALDON, (*Ess. E.*) a large town on the south side of the Blackwater. A great deal of corn is shipped here; and the merchants have a considerable number of vessels, employed in trading to the East country, and in coasting. The river does not carry large vessels quite up to the town, so that there is a great deal of lighterage.

MALMSBURY, (*Wilt. E.*) a town noted in former ages for its monastic establishments. At the general suppression the famous abbay was sold to an opulent clothier, called Stump, who, instead of monks, filled it with cloth-weavers. The place has no considerable manufacture at present.

MALTON, (*York. N. R.*) a town at the head of the navigation of the Derwent, by which it has some trade in accommodating the adjacent country with carriage.

MANCHESTER, (*Lan. E.*) though not a corporation, is the manufacturing capital of the north-west part of England. Before the year 1541 it

was reckoned a populous place, and had many manufactures 'of cloths as well of linnen as of wollen, whereby the inhabitants of the said towne have obtayned, and come, unto riches and welthy lyvinges, and have kepte and set many artificers and poore folkes to worke within the said towne, and by reason of the great occupieng, good order, strayte and true dealinge of the inhabitants of the said towne, many strangers, as wel of Ireland, as of other places within this realme, have resorted to this towne with linnen yarne, wolles, and other necessary wares for making of clothes.' [43 Hen. VIII, c. 15.] In a subsequent act [8 Eliz. c. 12] the articles manufactured are specified to be cottons,* frizes, and rugs: and about the same time Manchester was distinguished as handsomer and more populous than the neighbouring towns. [Camden Britan. p. 610.] Thus manufactures soon attracted people; industry, nourished by example and emulation, became the character of the place; the manufactures branched into new divisions; new fabrics were introduced; one branch of trade paved the way for another; the manufacture was spread over the adjacent country and into the neighbouring towns, and became famous; improved roads, bridges, canals, insurance offices, banks, and other commercial accommodations, unknown to former ages, were established, and conducted with spirit tempered by prudence: business poured in with an augmented stream: and the people were opulent, polished and happy. Since the vast extension of the cotton manufacture by Sir Richard Arkwright's happy invention of spinning machinery †, many of the Manchester manufacturers have established houses, conducted by agents or partners, upon the continent of Europe; as on the other hand, foreigners have fixed their residence in Manchester: and this illustrious village has become in all respects one of the most important commercial and manufacturing capitals in Europe.

The cotton manufacture, in all its vast variety of branches, is the great staple of Manchester. The warehousemen either make their goods at their own factories in the adjacent country; or they give out cotton or yarn to the small makers, who return the made goods in the grey; or they buy them in the grey from the principal country makers, who have their warehouses in Manchester, at which they attend three days in the week. The goods are generally allowed to lie in the grey till orders are received for them, when they are sent to the croft (bleach-field), or to the dye-house, and finished off according to order. The country makers never finish any goods, as the buyers chuse to have them

open, in order to examine their fabric. The printing business here rivals that of London, or rather it may be said to have been transferred from London to Manchester, the great chymical improvements of the Manchester artists having left no other superiority to London than the fancy of the patterns, if, indeed, it has that.

Manchester lies on the River Irwell, which was made navigable up to it, before the Bridgewater canal was thought of. By these two navigations, and especially by the later, it enjoys an easy communication with Liverpool, the port of the great manufacturing country, of which this hive of industry is the center.

With respect to buildings and population Manchester is superior to most of our cities. The roads in every direction around the town are bordered with houses to a considerable distance, like the outlets of London; and the adjacent country, also like that near London, is adorned with gentlemen's seats.

It is proper to observe, as one of the happy consequences of prosperous industry, that a literary and philosophical society was established in Manchester in the year 1781, which is well known to men of letters and science in all parts of Europe.

MANX, an island in the Irish sea, at no great distance from Ireland, nearer to the Welsh island of Anglesey, still nearer to Cumberland in England, and nearest of all to the shire of Wigton in Scotland, all these countries being visible at once from Snawhail, a mountain near the north end of the island. Mann is no part of any of the three kingdoms, and continued till the year 1765 a little kingdom of itself, subject to the duke of Athol, who still retains some of the prerogatives of royalty. It was a great mart of smuggled goods before the sovereignty was purchased by government. The people now attend to the herring fishery, which is generally very successful, and employs most of their small vessels. The chief articles of exportation are—pickled herrings, and red herrings; potatoes; butter; cheese; eggs; feathers; hides, horns, and hair, of cattle; rabbit skins; wool; woollen yarn; linen yarn; lead ore; paving stones; lime-stone; slate; kelp; fern-ashes. See WESTERN ISLANDS.

MANSFIELD, (Nott. E.) a large town, the chief business of which is making malt, wherewith it supplies the neighbouring country, especially to the northward.

MARAZION, (Corn. E.) a fishing village, with an indifferent harbour.

MARGATE, (Kent, E.) a considerable town on the north side of the island of Thanet, has a harbour for small vessels, and some coasting trade, par-

* Camden mentions no other manufactures than the 'Manchester cottons,' which he expressly calls woollen cloth ('lanecorum pannorum'), the name being apparently a corruption of *coating*. By the act 33 Hen. VIII, c. 15, it appears that the cottons were frized; and the act 8 Eliz. c. 7, shows that *frized* and *cottoned* were synonymous terms. The real cotton was most probably scarcely known at that time in England as a raw material.

† In the year 1791 a pound of fine cotton, which cost 7/6, was spun upon the mule jenny into yarn measuring ninety-seven post miles, of the value of £22, which was sent to Glasgow, and there made into muslin, which was presented to her Majesty. [Agricultural view of Lancashire, p. 207.]

ticularly in shipping the corn of the island for London. Being a fashionable bathing place, a good deal of loose money is scattered in it every summer.

MARKET HARBURGH. See HARBURGH.

MARLOW, (*Buck. E.*) a considerable town on the Thames, by which corn and timber are sent down to London. There are manufactures of paper, and black silk lace; also large works of copper, brass, and brass wire; and mills for making thimbles, and for pressing the oil from rape and lint seed.

MARSHFIELD, (*Glouc. E.*) a considerable antient town, has a share of the clothing trade, and makes a good deal of malt.

MARYBURGH, or GORDONSBURGH, (*Inw. S.*) a village beside Fort William, with a good harbour in Loch Aber, where salmon and herrings are shipped, sometimes for foreign countries, and sometimes for other British ports. A good deal of wool is shipped for England. Marble might be an important article of export.

MARYBURGH, (*Queen. I.*) a small inland town, has a considerable trade in serges, druggets, and other woolen stuffs, made in the adjacent country.

MARYPORT, (*Cumb. E.*) a town on the north side of the mouth of the River Ellen, which has lately risen to considerable importance in the coal trade, and has several vessels trading to the Baltic. There is an iron furnace here.

MASBURGH, (*York. W. R.*) a village on the River Don, opposite to Rotherham, has a very flourishing trade in iron, which is here smelted from the ore, made into bars and steel, rolled into plates, most of which are tinned, cast into great guns and other articles of cast work, and made into a variety of utensils in hammered work.

MASHAM, (*York. N. R.*) a town on the River Ure, with some share of the woolen manufacture.

MAYBOLE, (*Ayr. S.*) an inland village, with works for carding, twirling, and roving, wool by machinery.

MELCOMB REGIS. See WEYMOUTH.

MELLIS, (*Som. E.*) a small town in the field of the woolen manufacture.

MELOCH, or MILLBROOK, (*Corn. E.*) a fishing town, opposite to Plymouth.

MELROS, (*Roxb. S.*) a small inland town upon the Tweed, famous for the magnificence of its abbey, still remaining, and the Chronicle written in it by the monks. Though it is in the heart of a sheep country, the manufacture of woolen cloth was neglected, and the place acquired a reputation for its linens. But that fabric is now giving way to the more beneficial fabrics from the native wool, and the more easy and profitable business of weaving cotton.

MELTON MOWBRAY, (*Leic. E.*) a large town, which may be noted as having one of the greatest markets in England for cattle.

MERTHYR TYDVIL (*Glam. W.*) has lately been raised, from a petty village, to a town of some emi-

nence by its forges of iron, mines of coal, and quarries of lime-stone, which have been rendered valuable by the canal extending from this inland place to Cardiff.

MERTON, (*Sur. E.*) a village with some business in calico-printing and bleaching.

METHIL, (*Fife. S.*) a village with a pretty good harbour, and some trade in coals and salt, and in building vessels. There is a large establishment for spinning cotton and linen yarn at Kirkland, an infant village in the same parish.

METHVEN, (*Perth. S.*) a village with considerable manufactures of linen and paper.

MIDDLEWICH, (*Chef. E.*) a small town, with a manufacture of salt from the springs. (See SALTWORKS.) The cotton manufacture has lately spread into this town.

MILDENHALL, (*Suff. E.*) a considerable town, has some trade with Lynne by the River Lark, Bourn, or Mildenhall, which brings boats up to it.

MILFORD, (*Pemb. W.*) a town lately erected on the north side of Milford haven, and furnished with a quay, &c. to accommodate the shipping belonging to some royalists from New England, who proposed to carry on the southern whale fishery.—*Milford haven* is a large arm of the sea, branching out in a vast number of creeks and inlets, wherein a thousand ships, of any burthen whatever, may lie in safety, and without incommoding each other, and can thence be at sea, by favour of the extraordinary high and strong tides, almost with any wind, sooner than from any other considerable port in Great Britain, and without being hindered by the baffling winds, so frequent in the Channel. These advantages seem to point out Milford haven as the properest station for the royal navy. But, owing most probably to the dock-yards being already established at a vast expense in other places, there has hitherto been almost no use made of one of the best natural harbours in the world. From its various creeks a good deal of coal, and some copper, slate, lime-stone, and corn, are shipped.

MILKSHAM, (*Wilt. E.*) a flourishing town, with great business in the manufacture of the finest cloth.

MILLTHORP, (*Westm. E.*) a village at the mouth of a little river which joins the Ken, or Kent, has the only harbour in Westmoreland, and a few small coasting vessels.

MILLTOWN, (*Kerry. I.*) an improving town, situated on a little river, which, by the help of the tide, carries up small sloops to it from the River Mang.

MILTON, (*Kent. E.*) a large town on the channel between Shepey and the main land, furnishes a great part of the oysters consumed in London, those of this place being noted for their goodness.

MILVERTON, (*Som. E.*) a small town, with manufactures of serge and drugget, rather declining.

MINEHEAD, (*Som. E.*) a small town with some coasting vessels, chiefly employed in carrying coal, has a salmon fishery, and a share in the herring fish-

ery. There was formerly a brisk trade with Ireland, and a considerable manufacture of coarse woolen cloth, both of which have declined in consequence of the ruinous state of the quay.

MISSEN, (*Nott. E.*) a village on the River Idle, by which it has a communication by boats with the Trent and the Humber.

MONAGHAN, the capital of an Irish county of the same name, is an inland town, surrounded by a linen country.

MONASTERAVEN, (*Kild. I.*) an inland town, which the great canal is rendering the center of a great trading intercourse between Dublin and the interior country.

MONKS WEREMOUTH, (*Dur. E.*) a village opposite to Sunderland, has several yards for building vessels.

MONMOUTH, the capital of the shire of the same name, is a considerable town situated at the junction of the Minnow with the Wye, by which it is enabled to communicate with Bristol, and has the trade of supplying a large tract of country around it with necessaries. There is no manufacture of any note.

MONTROSE, (*Forf. S.*) a handsome town, situated on a peninsula formed by a basin filled with every tide, the River South Esk, and the sea. The basin makes a commodious harbour, and has the accommodation of a wet dock. Barley, bear, malt, fresh and cured salmon, are shipped: and coal, wood, tar, iron, flax, ashes, &c. are received by coasting and foreign trade. There are three ships employed in the Greenland whale fishery. Some time ago sail-cloth was made here to a considerable amount; but that trade is given up: and white and coloured threads, tan-works, and rope-works, now constitute the principal manufactures of the place.

MORESBY, (*Cumb. E.*) a village with a small harbour near Whitehaven, and a little coasting trade.

MORISON'S HAVEN. See PRESTONPANS.

MOUNTMELICK, (*Queen. I.*) a town with some manufactures of serges, druggets, &c. and a considerable trade in combing wool and spinning worsted for Norwich and other parts of England, the demand for which is rather declining.

MOUNTRATH, (*Queen. I.*) a town with the same employment as Mountmelick, and also some iron-works, which are much hindered by the scarcity of charcoal.

MOUSEHOLE, (*Corn. E.*) a fishing village, with a harbour for small vessels in a spacious and safe bay, called Mounts bay.

MOWCOR, (*Chef. E.*) a village on the confines of Staffordshire, noted for the excellent quality of the mill-stones got in the adjacent mountain, which are reckoned equal to those of France.

MOY, (*Tyr. I.*) a village on the Blackwater, with a share of the linen trade.

MUCROSS (*Ker. I.*) has rich mines of copper.

MUIRKIRK IRON WORKS (*Ayr. S.*) were established in the year 1787 in the highest part of Ayrshire, a country abounding with the requisite articles of coal, iron-stone, and lime. The distance from water carriage renders it desirable to bring the iron to the greatest value, and therefore much of it is made into bars. There is also a manufacture of coal tar and lamp black.

MULLINGAR, (*W. Meath, I.*) a town chiefly noted for the great sales of horses and wool at its fairs. Some linens are made in and around it.

MUSSELBURGH, (*Edin. S.*) a pleasant little town on the south shore of the Forth. A manufacture of fine woolen cloth has been carried on here about 200 years, and good cloth has been made, but on a small scale. There was also a pretty extensive manufacture of coarse wooden cloth, called Musselburgh stuff. But the cotton manufacture, which has been lately introduced, has entirely driven out the Musselburgh stuffs. A manufacture of china ware, though excelling in the ornamental part, has been dropt: but potteries for white and brown ware are thriving. There are also manufactures of soap, starch, and the old-established salt-works, the usual attendant of coal, which is in great abundance.

MUTHIL, (*Perth, S.*) a little village, with an oil mill, and a small cotton work.

NAIRN, a small town at the mouth of a river, and the capital of a shire, both of the same name, has but little trade or industry, except in fishing, which employs a few boats.

NAMPTWICH, (*Chef. E.*) a large, regular, and handsome, town on the River Weaver, the chief business of which is making salt from brine found in pits, which is here peculiarly strong. (See SALT WORKS.) The cheese of the adjacent country has a remarkable fine flavour, which is ascribed to the ground being impregnated with salt, and communicating a taste and substance to the grass, which is agreeable to all kinds of cattle, and makes them thrive. There is a great market for corn, and a considerable manufacture of shoes, chiefly for London.

NAYAN, (*Meath, I.*) a considerable town on the Boyne, which has been made navigable up to it, contains about 4,000 people, mostly engaged in various branches of trade.

NEATH, (*Glam. W.*) a thriving town about two miles from the mouth of a river of the same name, which admits vessels employed in trading to London, Bristol, &c. It has abundance of coal, with which it supplies the adjacent counties: and tin is found on the banks of the river above the town. There are considerable iron forges, smelting houses, and works of copper. The harbour has been lately improved, and is connected with the interior country by a canal.

NEWARK, (*Nott. E.*) a considerable town upon

the Trent, which is navigable for sailing craft, has a good trade in corn, malt, wool, lime-stone, and a kind of stone of the nature of plaster of Paris (if not the same) found on the Beacon hill. A cotton mill gives employment to about 300 people, mostly women and children.

NEWBIGGING, (*Northumb. E.*) a fishing village, situated on a point between the mouths of the Lyne and the Wandbeck.

NEWBURGH, (*Aberd. S.*) a village at the mouth of the River Ythan, which forms a harbour for vessels of 150 tons. A few vessels belong to the place, and are employed in coasting and trading to Norway. Pearls have been found in the river, but are not an object worth the labour of searching for them.

NEWBURGH, (*Ang. W.*) a small town, with manufactures of cordage and mats, made from marine plants.

NEWBURGH, (*Fife, S.*) a small town on the south shore of the Tay, which is here navigable for ships of 500 tons. There is a good landing place with piers, &c. but it is too near to Dundee and Perth to have any considerable commerce. Silecias, osnaburgs, and brown linens, are the chief manufactures.

NEWBURY, (*Berk. E.*) a considerable town on the River Kennet, which is navigable to it, was once the seat of a most flourishing woollen manufacture, most of which has in process of time moved farther west. There are still manufactures of druggets and some shalloons: and great quantities of malt are made here, and sent down to London by water.

NEWCASTLE, (*Northumb. E.*) a large, handsome, and prosperous town, situated on the north bank of the Tyne, about ten miles from its mouth. The tide, which flows about eight miles above the town, carries vessels of good burthen up to the bridge; and they load and unload with their sides close to the quay, which is larger and longer than that of Bristol, or any other port in the kingdom, except Yarmouth. The largest ships, and the coal ships in general, come no higher than Shields; and the coals are carried down in keels (vessels of a limited size, serving at once for measures and lighters) which take them from the staiths, or shipping places, nearest to the mines. The coal mines are the source of the trade and opulence of Newcastle, and the supports of its manufactures, which comprehend glass of every kind, iron-mongery, and pottery, all very extensive, and, also of late, iron-works. Salt, another article dependent upon abundance of fuel, is made at the mouth of the river; and there are many windmills on the adjacent moor for expressing oil, and for other manufactures requiring powerful machinery. Grindstones, for which Newcastle has been famous as long as for coal, are cut and exported in great numbers. Besides the prodigious quantity of shipping employed in supplying London and other places with coal, the merchants send many vessels to other parts of the

kingdom, and also to most parts of Europe, and some to the Greenland fishery; and their port stands the third in the kingdom in respect to the quantity of shipping, and is scarcely inferior to Liverpool. The vessels built for the coal trade are remarkable for being strong and serviceable.

The coals shipped in the port of Newcastle in the year 1799 were

for London	-	332,165 chaldrons.
other ports in Great Britain	-	115,654
foreign parts	-	43,366

Eight of these chaldrons make generally above fifteen of the London pool measure. See COALWORKS.

NEWCASTLE, (*Staff. E.*) a considerable town, with a manufacture of hats, but now more noted as being surrounded by the various seats of the earthen-ware manufacture. See POTTERIES.

NEWENT, (*Glouc. E.*) a town in the forest of Dean, which is rising into consequence by means of coal mines lately discovered beside it, whereby there are hopes of effecting a restoration of the iron-works, which were wrought here since the time of the Roman dominion in the island, till the want of wood fuel obliged the undertakers to throw them up.

NEWHAVEN, (*Suff. E.*) a small sea-port at the mouth of the Ouse, by the navigation of which it supplies the country as far up as Lewes, and a little way above it, with coal, deals, &c. and gets in return the corn, wood, bark, &c. of the country. The harbour admits only small vessels; and some such are built in it.

NEWHAM, (*Glouc. E.*) a town on the west side of the Severn, the chief business of which is shipbuilding.

NEWPORT, (*Hamp. E.*) a large town, the capital of the Isle of Wight, about five miles above the mouth of the River Medina, which carries small vessels up to it, by which, and its situation near the center of a fertile country, it has a pretty good trade.

NEWPORT, (*Mon. E.*) a good town near the mouth of the Uik, which makes a harbour for small vessels. Shipbuilding is the principal business of the place.

NEWPORT, (*Pemb. W.*) a small town at the mouth of the River Newerne, which was a good harbour, till the stream changed its course.

NEWPORT PAGNEL, (*Buck. E.*) a considerable town on the River Ouse, with a good market for corn, and also for bone lace, the manufacture of the town and adjacent country.

NEWPORT PRATT, (*Mayo, I.*) a small town, situated on a river at the head of a large bay, opening to the Atlantic ocean, and fludded with innumerable islands, among which there is excellent anchorage. Though ranked as a port, its shipping is very trifling, and its small exports consist chiefly of corn.

NEW ROSS, (*Wex. I.*) a good town on the River Barrow, which carries large vessels up to the

quay, and is navigable as far as Athy in the county of Kildare, has a considerable exportation of beef, butter, corn, flour, and some linens.

NEWRY, (*Down, I.*) a prosperous town with about 10,000 inhabitants, who carry on a considerable trade, chiefly in linen and provisions, which is much promoted by a canal affording an inland communication between Lough Neagh and Carlingford bay, which is an excellent harbour for the largest ships.

NEWTON, (*Down, I.*) a town at the head of Strangford lough, with some trade.

NEWTON, (*Hamp. E.*) a small town on the north side of the Isle of Wight, with a spacious natural harbour, capable of receiving the largest ships, but very little used.

NEWTON, (*Mont. W.*) a small town on the Severn, with a manufacture of flannels.

NEWTON DOUGLAS, formerly called NEWTON STEWART, (*Wigt. S.*) a thriving village on the River Cree, which, with the flood tide, carries vessels almost up to it, has some trade in shipping lead from the adjacent mines.

NEWTON LIMAVADY, (*Lou. I.*) a town near the east shore of Lough Foyle, with a considerable share of the linen business.

NEYLAND, (*Suff. E.*) a town on the north bank of the Stour, by the navigation of which it has some trade. A good deal of yarn for the Norwich manufacturers is spun here.

NIELSTON, (*Renf. S.*) a thriving village, which, with some newer villages in its neighbourhood, is occupied by weavers, employed upon muslins and other cotton goods, silk gauzes, cambrics, lawns, &c. There are here three cotton mills, an extensive print-field, and twelve bleachfields.

NORTHAMPTON, the capital of the shire of the same name, is a handsome town on the River Nen, which has been made navigable by boats up to it. A great manufacture of shoes for home consumption and exportation was long carried on here; but that trade has lately declined, as has also the lace manufacture, which used to employ many of the women. A cotton manufacture employs about 100 women and children. Some hands are engaged in combing and spinning wool. And a great deal of business is done at the markets for corn and horses.

NORTH BERWICK, (*Had. S.*) a small town with a tide harbour, at which the corn of the adjacent fertile country is shipped.

NORTHLEECH, (*Glouc. S.*) formerly the seat of a thriving woolen manufacture, but now only noted for its corn market.

NORTHWICH, (*Chef. E.*) an ancient town, has a spring of very strong brine, from which salt is made, and also mines, or quarries, of rock salt, much of which is sent to Liverpool, where it is boiled with sea water. See SALT-WORKS.

NORWICH, a large and handsome city, and a county of itself, containing about 40,000 inhabitants, is situated on both sides of the River Yare, which is navigable up to it. It has been during

many ages the center of a very flourishing manufacture of light woolen goods, consisting of crapes, bombazines, camlets, and a vast variety of other fabrics, comprehended under the general name of worsted, but now more usually called Norwich stuffs, which give bread to many thousands of men, women, and children, in this city, in the county of Norfolk, and in other counties to a very great distance, and are sent to all parts of the world. A cotton manufacture has also been established here.

NOTTINGHAM, the capital of the county to which it gives name, is a large and handsome town, built upon a hill about a mile from the River Trent, with a fine plain intervening, which would have been an excellent situation for the town: but the barbarism of an age in which military ideas engrossed all attention, induced the founders to prefer a precipitous sandy rock. The inhabitants are chiefly employed in the hosiery, or stocking, manufacture, of which this town is the principal seat. The manufacturers give the yarn, whether of wool, cotton, or silk, to their workmen, and receive made work, weight for weight, which they keep in the rough, till they receive orders from their customers. This manufacture is spread over all the adjacent country, and into the counties of Derby and Leicester; but most of the finer silk and cotton goods are made in Nottingham. Thread stockings, which were in great demand formerly, especially for the West-Indies, have been quite neglected since Arkwright's machinery has brought cotton yarn to a moderate expense. Luce is made here on the stocking frame; and it would be a laudable object of the encouragement of those ladies, whose rank in life enables them to lead the fashion, in order to banish the other kind of lace, which ruins the eyes of the women who make it, especially if women would take up the business of making the frame-work lace. Nottingham is also famous for its malt and ale, the cellars for which are dug out of the sandy rock, to a very great depth, story under story. The other manufactures are an iron foundry, and works for making white lead, dyeing, bleaching, &c. There is a very long bridge over the Trent, at which is the harbour for the sailing river craft, which bring up the necessary articles of distant or foreign production from Lynne: and there is also navigable communication by the canals with Liverpool, Bristol, and London.

NUNEATON, (*War. E.*) a considerable town, has a share of the riband manufacture.

OAKHAMPTON, (*Dev. E.*) an inland town with a manufacture of serges.

OAKINGHAM, (*Berk. E.*) a small town, has mills for throwing silk, a manufacture of gauze, and some trade in wool.

OBAN, (*Arg. S.*) a village on the west coast, with a deep and spacious harbour, protected by the island of Kerreray. For the accommodation of the fishery, a custom-house and post-office have been established here: and there are several vessels belonging to the port, some of them built on the

spot, which are employed in the fishing and coasting businesses; and one of them trades to the Baltic. If ever the canal between Fort-William and Inverness shall be accomplished, the fishery be relieved from the oppression of the salt laws, and manufactures be introduced in the adjacent country, Oban may become a great and flourishing town.

OMOA IRON-WORKS, (*Lan. S.*) at Cleland, about 5 miles east from Hamilton, were established in the year 1787, in a country full of coal and iron-stone of excellent quality, and are doing well.

ORFORD, (*Suff. E.*) a poor decayed town, which was a considerable commercial port in former times, till the sea threw up a beach, whereby the channel of the River Ore appears to have been bent to the southward. By this misfortune Orford has sunk to a fishing village, a creek of Aldburgh.

ORKNEY ISLANDS, a large cluster of islands, which, together with the Shetland islands, constituted the ancient Norwegian earldom of Orkney, and now constitute the most northerly shire in the British dominions. The largest of the Orkneys is called Mainland, in which, and in most of the other islands, there are a great number of excellent natural harbours, which are of very little use for want of trade. The inhabitants have about 200 boats employed in fishing on their own coast and among the Shetland islands. Kelp, which has become the staple commodity of the islands, is annually made to the amount of about three or four thousand tons, and mostly carried to Newcastle. The whole produce of the islands is shipped, and all the imported goods landed, at the two harbours of Kirkwall and Stromness, which see.

ORRITOR, (*Tyr. I.*) a village in a linen county.

OTLEY, (*York, W. R.*) a pleasant town with some cotton mills.

OULNEY, (*Buck. E.*) a town on the River Ouse, has a share of the lace manufacture.

OXFORD, a celebrated city on the Thames, the capital of a shire to which it gives name, is the seat of a famous university, but has no manufactures of any kind, except making malt, chiefly for London, to which may be added printing and letter-founding, the university having an exclusive privilege of printing bibles and some other books.

PADSTOW, (*Corn. E.*) a small town situated on the west side of an estuary formed by the mouth of the River Camel, which makes a good harbour for large vessels, though rather of difficult access, has some vessels employed in trading to Ireland, Bristol, &c. and a share of the herring fishery. Slate is the chief article shipped here.

PAINSWICK, (*Glouc. E.*) a small town, has a considerable manufacture of fine woolen cloth.

PARGATE, (*Ches. E.*) a village with a small

harbour, which is a station for packet-boats to Ireland; and from the money spent by passengers arises the chief circulation of the place.

PARTON, (*Cumbl. E.*) a village with a harbour for small vessels, has some share of the coal trade to Ireland.

PASLEY, (*Renf. S.*) a large and flourishing town, situated on the Water of White Cart, which, by the help of a short canal to avoid Inghinnan bridge, carries vessels of 60 tons up to the houses. About the time of the union Paisley, originally a village subject to an abbey, began to be noted for manufactures of coarse checks, handkerchiefs, and stuffs called Bengals, and also muslins, which could not, however, stand a competition with those of India. All these were carried on upon a small scale. The manufacturers afterwards went upon lawns, gauzes, kentings, cambrics, and other light fabrics, which were found more profitable. These were followed by ounce threads,* silk gauzes, ribands, muslins which rival those of India, and other cotton goods, which are all made in the greatest perfection in this hive of industry, which is deservedly called the Manchester of Scotland: and Paisley, like that great manufacturing capital, enlivens the industry of all the country around, and is also, like it, exempted from the convulsions of parliamentary representation.

PATELY BRIDGE, (*York, W. R.*) a small town on the banks of the Nid, in which, and in the adjacent valley, called Niderdale, a considerable quantity of linen is made of bleached yarn.

PATHEHEAD, (*Fife, S.*) a village adjoining to Kirkealdy, formerly noted for making nails; but now that business has fallen off, owing to the more extensive manufactures in other places.

PATRINGTON, (*York, E. R.*) a small town on the shore of the Humber, said to have once had a good harbour, which lately admitted very small vessels at the mouth of the rivulet which forms it, and is now removed from the sea by the embankment of Sunk island and the adjacent mud-banks.

PEEBLES, the capital of an inland shire of the same name, is an ancient town on the north bank of the Tweed. Being in the heart of a sheep country, it has some manufactures of blankets, stuffs, coarse cloths, &c. but most of the yarn spun here is sold to English manufacturers, who return it to Scotland in the form of finished goods. The manufacture most worthy of notice is a brewery of porter, conducted by Mr. Ker, who has discovered an important saving in the use of hops.

PÊEL, (*Mann*) a small town with an indifferent harbour at the head of a little bay, has some vessels employed in fishing.

PÊMERIDGE, (*Heref. E.*) a small town on the River Arrow, with some share of the woolen manufacture.

* About the year 1725 Mrs. Millar of Bargarran introduced the thread manufacture as an employment for her own family; and it has since become an object of great importance.

PEMBROKE may be called the capital of Milford haven, as well as of the Welsh shire named from it, the custom-house for the whole haven being established at it. The town is small, and has but little trade.

PENALHT, (*Mer. W.*) a village with considerable iron-works.

PENARTH, (*Glam. W.*) a village at the mouths of the Elwy and the Taff, with a little coasting trade.*

PENNYCUICK, (*Edin. S.*) a pleasant village on the North Esk, which has been much enlarged by the erection of a cotton mill about the year 1779, the first of the kind in Scotland, and some paper mills.

PENRICE, (*Glam. W.*) a small town, with a good harbour on a bay of the Bristol channel.

PENRITH, (*Cumb. E.*) a good town, with a manufacture of checks. At Eymot bridge, one mile south from it, there is a public bleach-field for housewife linens, of which a considerable quantity is made in the neighbourhood.

PENRHYN, (*Carn. W.*) a village on the shore of the Menai, the strait between Carnarvon and Anglesey, at which a harbour has lately been established, and considerable quantities of slates are shipped.

PENRYN, (*Corn. E.*) a neat little town, has some vessels in the Newfoundland fishery, and a share of the pilchard fishery in the season.

PENZANCE, (*Corn. E.*) a neat thriving town, with a harbour for small vessels, and a good deal of trade, chiefly in fish, and shipping the tin, lead, and copper, which abound in this part of the country. It is one of the coinage towns for tin.

PENSFORD, (*Som. E.*) a small town on the River Chew, with a share of the woollen manufacture.

PERSHORE, (*Worc. E.*) a town on the Avon, with some trade by the navigation of the river, and a manufacture of stockings.

PERTH, the capital of the great shire named from it, is a large and prosperous town, situated on the west side of the river Tay, which carries vessels of 90 or 100 tons up to it. There is a very extensive fishery for salmon, and they are carried, mostly fresh, being packed in ice, to London in smacks, which sometimes make their passage in *fifty-two hours*. The other vessels belonging to the port are chiefly employed in coasting, and a few in importing flax, flax-seed, wood, iron, &c. Perth is emulating Paisley in enterprise and industry, being, like it, the center of a manufacturing country. Silvesias, britannias, kentings (or ghentings), hollands for shirting and sheeting, low-priced linens, and pack-sheeting, are the fabrics made from flax and hemp, which are chiefly imported from Holland,

and spun in the adjacent country. There are mills and establishments for spinning cotton in several villages near the town; and the yarn is made into muslins, calicoes, handkerchiefs, &c. The printing and bleaching businesses are carried on to a great extent in the neighbouring country. (See CROMWELL PARK, LUNCARTY, RUTHVEN, STORMCUNT, TULLOCH.) The skins of cattle, sheep, and goats, are tanned and dressed to a considerable amount; and shoes, boots, and gloves, are shipped for London and other places. There are three paper mills near the town.

PETERBURGH, (*Northamp. E.*) an antient town on the north bank of the River Nen, is noted as the smallest episcopal city in England. It has some share of the hosiery business, and some trade in sending malt down the river in barges, and receiving in return coal and other articles, for the accommodation of the neighbouring country.

PETERHEAD, (*Aberd. S.*) a handsome thriving town, has an excellent harbour with 12 to 14 feet of water at spring tides, which affords refuge to many vessels taken in hard gales, and is still improvable. In the adjacent villages there are many fishermen, who, besides supplying the town and country with fresh fish, send considerable quantities, salted, to London. Peterhead, though only a creek of Aberdeen in the custom-house language, possesses about 3,000 tons of shipping, in vessels from 40 to 200 tons, employed in trading to Norway and the Baltic, and in coasting. One goes to the Greenland fishery, and several to various parts of the world for account of the merchants of other ports. The goods shipped consist of—corn, potatoes†, butter, cheese, eggs, beef, pork, salmon, herrings, cod, lobsters, paving stones, whale oil, whale-bone, seal skins, and a great part of all the articles manufactured, partly to foreign countries, but mostly to British ports, and chiefly to London. Peterhead receives—wood for building vessels and houses, from the continent and from Speymouth; iron, flax, seeds of flax, and grass, from the continent; yarn from Huntly, Keith, &c.; coal, lime, groceries, drapery, and all kinds of goods, from London, Leith, &c.

This town was *formerly* famous for the goodness of its ale, and is now noted for the goodness of its bread. In the seventeenth century, salt was made in the neighbourhood; and the works have been revived on a small scale. In the year 1764, two young ladies of the name of Park began to make white ounce threads, and by their persevering attention to business they obtained a reputation for their goods, which in time enabled them to retire with a competent fortune; a proof (if proof were necessary) that women are not incapable of conducting

* Near it are a village and an island, which, as well as the more noted islands of Silley, seem to preserve in their name a remembrance of the gallant nation of the Silures, the antient inhabitants of South Wales.

† About the middle of the eighteenth century, potatoes were brought to Peterhead from Ireland and Norway as matters of curiosity; now they are carried to Norway as an article of trade.

a business on a respectable scale *, if they set their minds upon it. Their example has been followed by six houses, but all of men, who employ 52 twist mills; the number is increasing; and thread is the staple manufacture of the place. Cotton is spun upon jennies, and woven into various fabrics. Of wool are made ferges, calimancoes, duffles, &c. There are some other manufactures, as yet on small scales, particularly one of coarse woolen cloth, which is likely to do well.

There is a celebrated spring here, which, together with the convenience of sea bathing, attracts genteel company in summer, who circulate a good deal of money in the place. Accommodations for lodging and amusement have been provided; and Peterhead has got the name of the Scarborough of Scotland.

PEVENSEY, (*Suff. E.*) a decayed ancient town, formerly a port of some note, and, by its name, apparently seated on an island or peninsula, has been long deserted by the sea, now two miles from it, and can be reached only by small boats, which work up a rivulet with the tide.

PHILIPSTOWN, the capital of King's county in Ireland, is a small town with very little trade.

PITTENWEEM, (*Fife, S.*) an ancient town with a tolerable harbour, which formerly had a number of good vessels, but now only four. Coal and salt, the only articles of trade in the place, attract a good many vessels from the north parts of Scotland, this being the lowest port on the Forth, where they can be got.

PLYMOUTH, (*Dev. E.*) a large and flourishing town, situated on the Plym, a little river, which here joins the Tamar, and on a fine bay, which makes one of the best harbours in the kingdom, fit to receive the greatest fleet. The inhabitants are largely concerned in the Newfoundland fishery, and the pilchard fishery, and carry the produce of both to Spain, Portugal, and the Mediterranean.

PLYMOUTH DOCK, about a mile west from the town, contains wet and dry docks for building and repairing ships belonging to the navy, and all the necessary establishments of store-houses, work-shops, &c. which altogether make a large and populous town.

PLYMTON (*Dev. E.*) is one of the stannary towns.

POLGAVIE, (*Forf. S.*) a village on the shore of the Tay, with a harbour in the mouth of a rivulet, where small vessels take in corn, and deliver coal, lime, &c.

POLLOCKSHAW, (*Renf. S.*) a village between Glasgow and Paisley, enlivened by their manufacturing spirit, which has produced two mills for spinning cotton, wherein 600 persons, young and old, are employed, manufactures of muslins, print-fields, bleach-fields, &c.

POMEROY, (*Tyr. I.*) a manufacturing village in the linen trade.

PONTEFRAC, corrupted to POMFRET, (*York, W. R.*) a handsome town, in which, though it has but little trade of its own, the accounts of the cloths fulled at all the fulling mills in the West riding of York-shire are annually made up at the Easter sessions. Its fairs are noted for the number and goodness of the horses sold at them.

PONTYPOOL, (*Mon. E.*) an inland town, with some iron-works on the River Avon, and a manufacture of japanned ware, known by the name of Pontypool ware.

POOLE, (*Dorset. E.*) a town and county of itself, on the shore of a large bay with a narrow entrance and good anchorage, called Luxford lake, or Poole harbour. The peninsula, on which the town stands, was covered with sedges and rushes in the memory of old men contemporary with Leland. From a few fishermen's huts it grew up to a respectable town in the reign of Richard III. It afterwards declined, and again flourished, and is now a populous town, with good houses built of stone. A good deal of corn is shipped here, and also tobacco-pipe clay, and stones for building from the quarries of Purbeck. The merchants trade to Norway and America; but the chief object of their attention has long been the Newfoundland fishery, to which they have lately added the Southern whale fishery. A number of people find employment in catching mackerels and herrings in their season, with which, and other fish, they supply the neighbouring country, and also oysters, some of which produce pearls.

PORLOCK, (*Som. E.*) a town on a small bay of the Bristol channel, has a few vessels employed in bringing coal and lime, and also considerable fisheries of salmon and herrings.

PORTADOWN, (*Arm. I.*) a thriving village in the linen country, situated on the River Bann, by which it has a communication with Lough Neagh, as it has by the Newry canal with Carlingford bay.

PORTARLINGTON, (*Queen. I.*) a considerable inland town, with very little trade. A good deal of cheese, made in the neighbouring country, is sent to Dublin.

PORT DUNDAS, (*Lan. S.*) a new village near Glasgow, and the port of that city for the canal navigation, being at the head of the branch joining the great canal and at the end of the canal which extends to the coal mines of Monkland.

PORT-GLASGOW, (*Renf. S.*) a town on the south side of the Clyde, founded in the year 1668 by the community of Glasgow to accommodate the shipping of that city, which is not accessible by large vessels. The harbour has 15 feet of water, is formed by three good piers projecting into the channel of the river, and has a good dry dock. Before the American war the merchants of Glas-

* Before the year 1764 there were many female thread-makers in various places, in the trifling way of retailing their own manufacture and serving the petty shops. But the Miss Parks deserve to be immortalized along with Mrs. Millar at Paisley, as foundresses of an important manufacture; to whom might be added Mrs. Carrick at Strathmiglo, if the business, begun by her, were still kept up.

gow built all their ships in America, except a few built for them at Leith. Since that event ship-building and the manufactures connected with it, have been established at Port-Glasgow.

PORTOBELLO. See BRICKFIELD.

PORT-PATRICK, (*Wigt. S.*) the station of the post-office packets to Ireland, to which this is the nearest port in Great Britain, is chiefly supported by the numerous travelers to and from that island, and the carriage of some cattle and merchandize. A good quay has been erected, by means of which, with a light-house here and another at Donaghadee, the passage is rendered safe and easy in any hour of the night. A few vessels belong to the harbour, and some are built here.

PORT-RUSH, (*Ant. I.*) a village with a harbour, and some vessels engaged in coasting, fishing, &c.

PORTSKEWETH, or PORTASCAUET, (*Mon. E.*) a village near the mouth of the River Throgoy, and said to have been the principal port of the country, till Chepstow drew the trade away from it.

PORTSMOUTH (*Hamp. E.*) is not a place of much trade, except what is produced by the prodigious naval works carried on in its dockyard, and the circulation of money expended by the people of all descriptions, belonging to, or connected with, the royal navy. The harbour possesses all the points of excellence required by the best judges to constitute a perfect harbour, and is capable of containing the whole navy in safety, protected by nature from storms, and by art from the attacks of enemies. The dock-yard is so amply provided for building and repairing ships of war, and with every thing requisite for fitting them out with the utmost dispatch, that nothing in the world can be compared to it.

PORTSOY, (*Bamf. S.*) a village with a small harbour and a few coasting vessels. There is here an inexhaustible mass of marble, or jasper, of which great quantities were formerly carried to France, and partly used in the buildings of the palace of Versailles. A manufacture of stocking thread has failed by the disuse of thread stockings.

PORT-WILLIAM, (*Wig. S.*) a new village, with a small sheltered harbour, capable of receiving vessels of 200 tons. The little trade it has consists in shipping some corn, wool, &c. and receiving lime, coal, and other articles for the consumption of the country.

THE POTTERIES, (*Staff. E.*) the general name of the district in which the manufacture of earthenware is carried on in the improved manner introduced by the late Mr. Wedgwood, comprehending—Etruria, the seat and works of Mr. Wedgwood, Cowbridge, Handley, Smithfield, Newfield, Burslem, Longport, Golden hill, Lane end, Lane Delft, Lower lane, Vale pleasant, Sheldon, and Stoke,

most of which have been created, or raised from insignificance, by the manufacture. They are situated in a country full of coal, and in the heart of England, with every part of which they have navigable communication by means of the grand trunk canal, and the other canals which now intersect every part of the kingdom. From fifteen to twenty thousand people are employed in the Potteries; and the operations of digging and collecting the clay, flint, &c. in Kent, Sussex, Hampshire, Dorset-shire, Devon-shire, and Cornwall, and conveying them to the ports of Liverpool and Hull, and from them, by inland navigation, to the Potteries, are supposed to employ from thirty to forty thousand people, and from forty to sixty thousand tons of shipping, besides those which are afterwards employed in conveying the finished goods to every part of Great Britain, and to every part of the globe: for there is probably no civilized part of the globe, in which Stafford-shire earthen ware is not used*. See V. iii, p. 380.

PRESCOT, (*Lan. E.*) a town distinguished as the original seat of the manufacture of watchmaker's tools, in which it still excels, as also in watch movements, and all the materials of watches. These manufactures have been very much facilitated and extended by the excellent invention of a machine for dividing and cutting the teeth of the wheels with exactness, neatness, and expedition. This town has also a share of the cotton manufacture, the great staple of the neighbouring country.

PRESTEIGN, (*Rad. W.*) a little town with a small manufacture of woollen goods.

PRESTON, (*Lan. E.*) a well-built and populous town, at the mouth of the Ribble, which admits vessels of burthen with the tide, and carries boats about ten miles above the town, has some coasting and foreign trade. About two thirds of the people are employed in spinning cotton, in weaving calicoes, muslins, &c. and in printing them.

PRESTONPANS, (*Had. S.*) a small town, so called from the pans wherein salt is made. Besides that original manufacture, there are works, wherein earthen ware is made, to a pretty considerable extent, from materials, partly found in the adjacent grounds, and partly brought from Devon-shire, Kent, London, Hull, and Newcastle. There are also works for brown earthen ware, bricks, and tiles, and a considerable factory where oil of vitriol, aqua fortis, spirit of salt, and other drugs, are made. The place is noted for oysters, which, besides serving Edinburgh and the neighbourhood, are carried to Glasgow and Newcastle.—Adjacent to the town there is a harbour with about 10 feet of water in spring tides, antiently called New haven and Aitchison's haven, but now Morison's haven †, and, in the custom-house books, Prestonpans. The

* The author of a Gazetteer of England, published in 1751, says that the stone ware made in this country has been exported to the amount of £20,000 in a year, which he reckons a great sum. The stone ware has been superseded by the earthen ware: but £20,000 would be a small business for one house in that manufacture.

† It is a curious circumstance that this little harbour attracted the attention of some of the wild projectors of the year 1720. See V. iii, p. 97.

few vessels belonging to it are employed in carrying away the articles made here, and in bringing the raw materials.

PROSPEROUS, (*Kild. I.*) a new village on the great canal, raised by the spirited exertions of Captain Brooke, has a considerable manufacture of cotton.

PULBURGH, (*Suff. E.*) an inland town on the River Arun, which brings vessels up to it, whereby it has some trade with the adjacent country.

PULHELLY, (*Carn. W.*) a little town on an inlet of the sea, which makes a harbour for small vessels.

QUEENBURGH, (*Kent. E.*) a decayed town in the island of Shepey, the chief trade of which is in oysters.

QUEENSFERRY, (*Linl. S.*) a town on the south shore of the Forth with a tide harbour, which formerly had several vessels, but now has none, except the sailing boats employed at the ferry here, which is one of the most frequented passages in Scotland. A manufacture of soap is the only one in the place.

RAMSAY, (*Mann*) a town with a harbour for small vessels at the head of a bay, which affords good anchorage in southerly and westerly winds. It is the second town in the island, in respect to the quantity of shipping.

RAMSGATE, (*Kent. E.*) a large town in the island of Thanet, with a harbour protected by a stone pier at a great expense, has some trade to the Baltic.

RATHDRUM, (*Wick. I.*) a village, in and around which linens and coarse woolen goods are made.

RAVENGLAS, (*Cumb. E.*) a neat town, lying between the mouths of the Esk and the Irt, with a good harbour and some trade, and also some business in shipbuilding and fishing.

READING, (*Berk. E.*) a large and populous town, situated at the junction of the Kennet with the Thames, sends great quantities of corn, malt, and timber, down to London. Its manufactures are sail-cloth, facking, blankets, ribands, gauze, white thread, and pins.

RECUVER, (*Kent. E.*) on the west side of the River Yenlade, which is reckoned the boundary of the lord mayor's jurisdiction upon the Thames, is an ancient town, reduced by the encroachments of the sea to a small village, the chief business of which consists in supplying London with oysters.

REDBRIDGE, (*Hamp. E.*) a village at the head of Southampton water, inhabited by shipbuilders.

REDBROOK, (*Glouc. E.*) a village in the forest of Dean, with iron-works, and a rolling mill for making iron plates.

RENFREW, the capital of the shire of the same name, a small town near the south side of the Clyde, has manufactures of muslins and other cotton goods, and some silk goods. There are also mills for thread, a bleachfield, &c. All these manufactures are of recent erection, the spirit of industry having been heretofore banished by election politics. Vessels of pretty good burthen come close

to the town by a canal, formed in a deserted channel of the river.

RENTON, (*Darb. S.*) a regular and handsome village on the west bank of the Leven, created by the adjacent print-fields of Dalquhurn and Cordale, which are the most extensive in Scotland, and inhabited by about 1,700 people.

RETFORD, or EAST RETFORD, (*Nott. E.*) is a noted market for hops, barley, and malt.

RICHMOND, (*York. N. R.*) a handsome town, surrounded by mines of coal and lead, has manufactures of knitted stockings and caps.

RINGWOOD, (*Hamp. E.*) a considerable town, with a good deal of trade, and noted for its malt liquor, much of which is exported.

RIPON, (*York. W. R.*) a handsome town on the River Ure, formerly a seat of the woolen manufacture, and now a great market for wool.

ROBIN HOOD'S BAY, (*York. N. R.*) a village, the inhabitants of which follow fishing in all its branches, and curing fish by drying, &c.

ROCHDALE, (*Lan. E.*) a considerable town, situated on the confines of the woolen and cotton manufactures, and having a share of both. The woolen goods are mostly plain white cloths.

ROCHESTER, (*Kent. E.*) a small episcopal city on the Medway, close to Chatham, has a little coasting trade. The magistrates are by law the directors and conservators of the oyster fishery in the river and its creeks, which appears to be the chief business of the place.

ROSS, (*Heref. E.*) a good town on the Wye, has some iron-works, and is a great market for wool and cider, for both which Herefordshire has long been famous.

ROTHERHAM, (*York. W. R.*) a handsome town at the confluence of the Rother with the Don, has had an iron manufacture at least as early as the reign of Henry VIII. It has at present very extensive ones conducted in the manner of those at Carron, at which the capital iron bridge at Sunderland was made.

ROTHSAY, a thriving little town, the capital of the island and shire of Bute, has a cotton mill (the second established in Scotland, the first being at Pennycuik) which employs about 300 persons, young and old. The herring fishery is carried on with great spirit; and the shipping of the port is much improved and increased within these 30 or 40 years.

ROWBARROW, (*Som. E.*) a village supported by abundant mines of lapis calaminaris, for which the great brass-works in Bristol make a brisk and constant demand.

RUDGELEY, (*Staff. E.*) a neat town on the south bank of the Trent, has the benefit of canal navigation, and a considerable manufacture of hats.

RUNNEY, (*Kent. E.*) one of the Cinque ports; but its harbour having been deserted by the sea, the inhabitants have little or no trade, and are chiefly employed in grazing cattle on the adjacent fertile marsh.

RUMSEY, (*Hamp. E.*) a considerable town, with manufactures of sack, paper, and beer; and there is a good market for corn. The manufacture of woollen goods, and particularly shal-loons, for which this town was famous, has declined.

RUSH, (*Dub. I.*) a pretty large village on a little bay, the chief trade of which is fishing for the supply of Dublin.

RUTHERGLEN, (*Lan. S.*) a country town, which formerly possessed some kind of superiority over Glasgow, and now has the benefit of some manufactures and print-fields supported by that manufacturing capital.

RUTHVEN. See HUNTINGTOWER.

RUTLAND, (*Don. I.*) a village in a small island on the west coast of Ireland, raised by the patriotic spirit of Mr. Conyngham, with a view to promote the herring fishery.

RYE, (*Suff. E.*) an antient town on the Rother, formerly a place of considerable trade, but now much decayed by the changes wrought by the sea, whereby its harbour is rendered incapable of receiving large vessels. It has some trade in hops, wool, timber, and catching fish, which are sent to London by land carriage.

SADDLEWORTH, (*York. W. R.*) a town among the mountains on the west border of York-shire, formerly of little note, but has of late years become the seat of a very extensive manufacture of woollen goods, chiefly of the finer qualities, a large quantity of Spanish wool being used by the manufacturers here.

St. ANDREWS, (*Fife. S.*) an antient city, which was the ecclesiastical capital of Scotland, and the seat of a flourishing university. These advantages drew along with them a very considerable foreign trade, which sunk to nothing after the reformation. The destruction of the harbour by the rage of the sea and the want of repairs was partly a consequence, and partly a concurrent cause, of the ruin of the trade. A little spirit of trade has lately revived; and some vessels have been built; some corn is shipped, and wood and iron are imported: but the harbour can never be made capable of accommodating any great number of vessels. The business of flower and tamboouring muslins, sent from Glasgow, employs the young girls. But the university is likely to continue the chief support of the city.

St. DAVID'S, (*Fife. S.*) a small village with a spacious harbour capable of receiving large ships, at which are shipped great quantities of coal, the produce of a very copious mine, and some salt.

St. EDMUNDSBURY, (*Suff. E.*) a well-built and populous town on the River Sark, or Mildenhall, which is navigable to Farnham, a village one mile below it. Spinning is the chief business of the place.

St. GERMAN'S, (*Corn. E.*) at the head of a branch of Plymouth harbour, though formerly a

bishop's see, and now a parliamentary burgh, is only a small fishing village.

St. HELEN'S, (*Lan. E.*) a village near Prescot, has been raised to importance by being the seat of the plate-glass manufacture, where mirror glass, in all respects equal to the French, is made of the dimensions of 133 inches by 72—139 by 60—135 by 62, and 144 by 54. Since the year 1789 they have been ground and polished by a steam engine, which does the work of 160 men. There is also a manufacture of window glass, and small plates, made by blowing. And there is an extensive work for smelting and refining copper ore.

St. IVES, (*Corn. E.*) a small town on the west side of a little bay, which is very much choked up with sand, has some vessels employed in carrying slates and other coasting business, and in fishing, and has a good share of the pilchard fishery.

St. NEOTS, (*Hant. E.*) a town on the River Ouse, by the navigation of which it has some trade in supplying the country with coal, &c.

SALISBURY, (*Wilt. E.*) a large and handsome episcopal city, on the Avon, which is navigable from the Channel to within two miles of it. There are here considerable manufactures of flannels, some of which are called Salisbury serges, long cloths, called Salisbury whites, for the Turkey trade, druggets, bone lace, and some cutlery ware. Vast numbers of sheep are fed on the very extensive plain adjacent to this city.

SALTASH, (*Corn. E.*) a considerable town with a good harbour, a branch of that of Plymouth, has some coasting trade and some vessels in the Newfoundland fishery. The only manufactures of any note are making malt and brewing.

SALTCOTS, (*Ayr. S.*) a small thriving town with a made harbour. Its prosperity is owing to the exertions of a succession of judicious and spirited proprietors. Mr. Cunningham, the great-grandfather of the present proprietor, built a pier at his own expense, which enables vessels of 12 feet to enter or sail at spring tides. The present Mr. Cunningham in the year 1772 made a canal between the harbour and the coal-work, with branches to the various pits, all on a level, being a miniature copy of the duke of Bridgewater's, by which the coals are carried from the pit to the side of the vessel which exports them. Many of the inhabitants are employed in the coal-mine and the salt-works, and in carrying coals to Ireland and salt to the south coast of Scotland. Some are engaged in the herring fishery. A few vessels trade to the Baltic for hemp, iron, and timber, and to Wales for ship timber. Ship building and rope-works are successfully carried on. Many hands are employed in manufactures of silk and cotton. Spinning jennies have been introduced, which, with flower and tamboouring, and making nets, give employment to the young women, and the children of both sexes.

SALTFLEET, (*Lincolns. E.*) a small town with a harbour, and a little coasting trade.

SALT-WORKS, (*Chesh. E.*) Northwich is the chief of the salt towns; and it alone possesses mines of rock salt, which are from 28 to 48 yards beneath the surface, in addition to the salt springs, which it has in common with several other places, called *wiches* in this part of the country. The mines of rock salt were discovered about a century ago. There are delivered from the pits above 60,000 tuns annually, of which there are exported to the continent, chiefly the Baltic and the Netherlands

-	-	45,000 to 50,000
to Ireland	-	3,000 to 4,000.
There are refined in England—at		
	Northwich	- 5,000
	Frodham	- 3,000
	Liverpool	- 3,000
	Dunston works	2,500

The salt is conveyed to Liverpool by inland navigation, and affords a great accommodation to the shipping as a profitable ballast, besides being a preservative of the timber.

The quantity of salt annually made from the springs in Cheshire is estimated as follows.

At Northwich	45,000 tuns.
Lawton	1,500
Middlewich	4,000
Winsford	15,000
- Nantwich	60
Total	- 65,560

SANDWICH, (*Kent, E.*) one of the Cinque ports, and formerly a place of great importance, but now in a great measure ruined by the retreat of the sea, has still a few vessels which sail to the Baltic, and some coasting trade. The only article made here, worth mentioning, is malt.

SANQUHAR, (*Dunf. S.*) a town on the Nith, formerly noted for a particular kind of knitted worsted stockings, the demand for which has fallen off since the American war. Some carpets, serges, flannels, and other woollen stuffs, are made here; and there is an iron plating forge near the town. Sanquhar, surrounded by sheep, coal, and streams of water, is well situated for a considerable woollen manufacture.

SCARBURGH, (*York, N. R.*) a thriving town, situated on the steep slope of a hill, has a harbour quite dry at low water, protected from the north winds by a lofty peninsular rock, or *scar*, on which is placed a castle. The harbour is the best of the few on the coast of York-shire; and a good deal of business is done here in the foreign, coasting, and coal, trades. Many vessels are built here; and there is a manufacture of sail-cloth. The herring fishery gives employment to many hands in the season; and there is abundance of cod, mackerel, turbot, lobsters, &c. A great deal of money is circulated in the place every summer by strangers, attracted by a medicinal well, the

convenience of sea bathing, for which the smooth sand and regular slope of the beach are exceedingly well adapted, the amusements provided for them, and the fashion of frequenting such places.

SCILLY. See **SILLEY**.

SEAFORD, (*Suff. E.*) one of the Cinque ports, now reduced to a small fishing town, which, however, has houses built with stone and covered with slate.

SEATON, (*Dev. E.*) a small town at the mouth of the Ax, had once a harbour, now choked up with sand.

SEATON DELAVAL, or **SEATON SLUICE**, (*Northumb. E.*) a village with a harbour, formed at the mouth of a brook by the industry and spirit of Admiral Sir Ralph Delaval, capable of receiving small vessels, which take in coal, the only merchandize of the place. Larger vessels load lying at anchor off the harbour.

SEEDGELEY, (*Staff. E.*) a large village with a very considerable manufacture of ironmongery goods, mostly agricultural utensils.

SELBY, (*York, W. R.*) an improving town on the west side of the Ouse, about 15 miles below York, has some vessels of good burthen, which trade to London, &c.

SELKIRK, the capital of a shire of the same name, has a manufacture of tape and other inkle ware, and no other trade worth notice, unless spinning wool for the manufacturers of England may be called a trade. The spirit of industry is repressed by electioneering politics, and a poor's rate, the later of which is an evil very uncommon in Scotland.

SEVENOAKS, (*Kent, E.*) an inland town with some mills for throwing flax.

SHAFTSBURY, (*Dorset, E.*) a small town with good stone houses, has a manufacture of shirt buttons, wherein about 1,200 people, young and old of both sexes, are employed.

SHEERNESS, (*Kent, E.*) a fort on the north-east point of Shepey, commanding the entrance of the River Medway, wherein many ships of war are usually laid up. There is a dock-yard here for building frigates, under the inspection of the commissioner at Chatham.

SHEFFIELD, (*York, W. R.*) a large and populous town, the inhabitants being estimated at 30,000, whose industry is chiefly exerted in the manufacture of cutlery ware, for which it has been famous at least as early as the age of Chaucer, and in plated goods, this town being the center of these manufactures, which are spread over all the adjacent country. Every cutler confines himself to one branch of the manufacture, which, together with the stamp mark put on his goods, is expressed on his sign: thus one professes making table-knives; another, pen-knives; another, razors; one makes tailor's and gardener's scissers; another, fine scissers, &c. There are also makers of files, buckles, &c. subdivided according to the nature of their goods. The neigh-

houring country abounds with iron-stone and coal, the two grand foundations of the manufacture. The foreign iron required is brought from Hull by the River Don to a place about three miles below the town; and the bulky articles of the manufacture are sent to market by the same conveyance. Sheffield has also a silk-mill, and some lead-works.

SHEPHAM, (*Som. E.*) a village employed in raiſing lapis calaminaris from the mines, chiefly for the brafs-works in Bristol.

SHEPTON MALLET, (*Som. E.*) a thriving cloth-ing town, which makes about 150,000 yards of broad cloth annually, and has also a manufacture of knitted stockings.

SHERBORN, (*Dorf. E.*) a large town, which formerly had a great woolen manufacture, now decayed. There are ſome mills for throwing ſilk.

SHETLAND, a large cluster of iſlands, the moſt northerly diviſion of the Britiſh dominions, the chief of which is called the Mainland. Theſe iſlands poſſeſs a moſt valuable breed of ſheep, bearing wool of the very fineſt quality, which the people, not knowing the value of it, uſed to deſtroy by working it, along with the coarſeſt wool, into knitted ſtockings, their only manufacture, which were ſold for leſs than the value of the fine wool in them. (See above, V. iv, p. 206.) Braſſay ſound, on the eaſt ſide of the Mainland, has long been famous for the reſort of the herrings, and the great fiſhery carried on there by foreigners, which might be an inexhauſtible ſource of wealth to Great Britain, and eſpecially to theſe iſlands, if the oppreſſions of the ſalt laws were removed. In the more permanent fiſhery for cod, ling, tuſk, &c. about 2,400 of the people are employed in about 500 boats during the ſummer: and the fiſh, the produce of their induſtry, are delivered at ſtipulated prices to their landlords, by whom they are cured, and ſhipped, to the amount of about 800 tuns annually, moſtly to Leith, and ſome to Hamburgh, Liſbon, and even up the Mediter-ranean. Oil is made from the livers of the fiſh; and in the year 1791 they had 2,000 barrels of it, which, however, was much more than uſual. Some butter, ſalt beef, and hides, are alſo exported.

There are a great number of moſt excellent natural harbours in all parts of theſe iſlands, which are uſeleſs for want of commerce, and are ſcarce-ly ſerviceable as ſhelter to veſſels caught in ſtorms, for want of being known.

SHIELDS, or SHEALS, corruptly written (but not pronounced) SHIELDS, (*Dur. E.*) In the reign of Henry III there were apparently no buildings at the mouth of the Tyne, on either ſide, except ſome lodges, huts, *ſhiels*, or ſhielings, for ſhelter to the fiſhermen, who had no craft larger than batels, or ſmall boats, and were obliged to carry

their fiſh to Newcaſtle, where a priſe was taken out of them for the king, and cuſtoms for the town. But in or before the year 1279, as the burgeſſes of Newcaſtle repreſented in a complaint in parliament, the prior of Tinemouth erected 26 houſes cloſe upon the brink of the water, and had in them fiſhermen who had large veſſels, and bak-ers, and brewers, from whom he received above 36 marks a-year; and from 100 to 200 boats and other veſſels in a year fold their fiſh, &c. and bought bread, ale, and other neceſſaries, at the prior's town of *Sheles*; by which practices and uſurpations the king's and the town's revenues were much impaired. The prior of Durham was accuſed of having erected a ſimilar town, and made ſimilar encroachments upon the rights of the king and the town of Newcaſtle, on his ſide of the mouth of the river. But either his foundations were on a ſmaller ſcale, or the burgeſſes of New-caſtle thought themſelves leſs aggrieved by them than by thoſe on their own ſide of the river; for the grievance of the new village of *Sheles* on the north ſide is much more inſifted upon in their pleading, and it was apparently the largeſt of the two.* [*Ryley Plac. parl. p. 25.*]

Theſe petty jealousies have long ago been loſt ſight of in the great co-operations of the coal trade: and *Shiels* is now a large and proſperous town, 400 ſail being often at once in the harbour, which is the port of Newcaſtle, and the greateſt ſhipping place in the world for coals, which are the founda-tion of all the trade and manufactures of the place. The trade of making ſalt has decayed, as appears by the duties, which uſed to amount to £80,000 a-year, being reduced to £10,000, and the number of pans falling from 200 to 6 or 8. There are ten yards for building ſhips, and three dry docks for repairing; and the carpenters have the reputation of building ſtrong and good veſſels. There are two glaſs-houſes for window glaſs, and two for bottles; and all the manufactures and branches of buſineſs, created by a very brisk ſhip-ping port.

NORTH SHIELDS, which is in Northumberland on the oppoſite ſide of the river, had only five or ſix fiſhermen's huts in the reign of Edward I, [*Hutch-inſon's Hiſt. of Durham, V. ii, p. 482*] having been probably reduced to its former ſtate in conſe-quence of the complaints of Newcaſtle. It is now a populous town, and partakes of the trade and proſperity of its neighbour on the ſouth ſide of the river, which, however, has long been conſidered as the principal.

SHIELLAGH, (*Wick. I.*) a village, formerly fam-ous for the excellence of the oak timber produc-ed in the adjacent wood, whereof the roof of Weſtminſter hall ſhows a good ſpecimen.

SHOREHAM, (*Suff. E.*) an antient town on the

* I have gone a little into the origin of *Shiels*, becauſe it has been ſuppoſed, as Camden makes no mention of it, that it did not exiſt in his time. But two villages called *Sheates* and *S. Sheales* appear on the two ſides of the Tyne in his map of Durham, and *S. Sheales* in his map of Northumberland.

River Adur, much reduced by the encroachments of the sea, has little trade, except in shipbuilding. The river is navigable for ships only at high water; but barges go as high as Eton, above Steyning, to bring down timber for the shipbuilders.

SHREWSBURY, (*Shrop. E.*) a large, handsome, and flourishing town, almost environed by the Severn, upon which river it has a good deal of carrying trade. A considerable quantity of Welsh cottons (or coatings), frizes, and flannels, are sold at the weekly market.

SIDMOUTH, (*Dev. E.*) once a considerable port on the Channel, is reduced, by the sand driven into the mouth of its river, to a fishing village and bathing place.

SILLEY, or SCILLY, (*Corn. E.*) a cluster of little islands, situated to the westward of the Land's end, and surrounded by innumerable rocks, very dangerous to homeward-bound vessels. In the chief island, called St. Mary's, there is a small town, called Hughtown. Silley is ranked as a port by the custom-house, and has a few small vessels. The islands spare a little barley for exportation.

SILVERMINES, (*Tip. I.*) an inland village with very productive mines of lead, wherein virgin silver has been found.

SKERRIES, (*Dub. I.*) a village with a small made harbour, the inhabitants of which are mostly employed in fishing for the Dublin market.

SKIBO, (*Suth. S.*) a new village with a cotton manufactory, established by Mr. Dempster of Durnichen together with Mr. Dale and other gentlemen of Glasgow, chiefly for the patriotic purpose of introducing industry and independence in a part of the country hitherto deprived of those invigorating principles of felicity.

SKIPTON, (*York. W. R.*) a large and handsome town. The chief branches of industry are sorting and combing wool, and, after it is spun at the mills of Linton and Addingham, weaving it into calimancoes, and various stuffs. There are also some cotton mills in Skipton and the neighbourhood.

SLANE, (*Meath, I.*) a neat village on the River Boyne, with a manufacture of coarse linens.

SLIGO, the capital of the county of the same name, a considerable town, containing above 8,000 people, with a good harbour at the head of a bay opening to the Atlantic ocean. Though ranked as a port by the custom-house, it has few vessels; but there is some foreign as well as coasting trade, which has been increasing for some time. Corn and flower, linen, together with some beef, pork and butter, are the principal articles of exportation. The linen manufacture is very flourishing here and in the neighbouring country.

SNAITH, (*York. W. R.*) a small town, situated on the River Aire, and near the junction of all the principal branches of the Humber, by the navigation of which the place has a good deal of business.

SODEBURY, (*Glouc. E.*) a town chiefly noted for the great quantity of cheese sold at its market.

SOHO, (*Staff. E.*) about two miles from Birmingham, is an establishment of extensive and magnificent works and dwelling houses, erected by Mr. Boulton on a barren heath, upon which, not many years ago, stood a solitary hut, occupied by a warren-keeper. At these works every operation upon metals of every kind is conducted, in a manner astonishingly expeditious and accurate, by machinery, actuated partly by water, but chiefly by the greatly-improved steam engines, invented by Mr. Watt, who about the year 1775 entered into partnership with Mr. Boulton. Among the productions of the Soho works, which are amazingly diversified, are—Buttons of every kind of metal, covered with gold or silver, or uncovered; and buttons of mother of pearl, &c.—Silver, and plated, ware in all the endless variety of forms and uses—Medals—Coins, of which the new copper money, now circulating, is a specimen: from thirty to forty thousand of them are made in an hour; and gold, and silver, coins can be made in the same manner—Clocks with only one wheel—Toys, an infinite variety, made of gold, silver, steel, copper, turtle-shell, vitreous and metallic compositions—Machines for copying writing—But the most important articles of the whole are the steam engines, applicable to every mechanical purpose, and having various powers, equivalent to the force of from 1 to 200 horses.

It is proper to observe, that the vast number of people employed in these works are all distinguished by their orderly conduct and cleanliness, and that none of them ever came upon the parish, the whole of them being associated, under the auspices of the proprietors, in an *Insurance Society*, divided into classes according to the earnings of the individuals, for the support of such of them as may become incapable of earning their bread, on a scale proportioned to the contributions. The establishment and superintendence of this society is infinitely more beneficent than eleemosynary pensions to the superannuated and disabled work-people, paid out of the pockets of the proprietors, which, in spite of every precaution, would frequently become premiums for indolence and imposter. On the contrary, it can never be too often repeated, such institutions as the Insurance Society of Soho cherish the truly honourable pride of self-dependence, which is the nourisher of integrity and virtuous emulation, and oppose the most effectual barrier to the flood of dissipation and disregard of character and consequences, with which the parochial provision for all who chuse to live at the expense of others has overwhelmed the country.

SOUTHAMPTON, (*Hamp. E.*) an ancient commercial town, and a county of itself, situated on a point between two rivers, the Anton or Tife, and the Alre or Itching, both navigable, and at the head of a most excellent estuary, called South-

ampton water. It still retains some of its antient importance: but, notwithstanding the uncommon goodness of its harbour, most of its foreign commerce has deserted it, the chief branches now remaining being a share of the Newfoundland fishery, a trade with Portugal for wine and fruit, and the intercourse with Guernsey and Jersey, in which islands many merchants store their wines, bringing them over to Southampton, as they are wanted; and a limited quantity of wool is annually sent from this port to those islands for their hosiery manufacture. There is a mill for twisting silk; some carpets are made; and many vessels built for different ports.

SOUTH MOULTON (*Dev. E.*) has manufactures of ferges, shalloons, and felt hats, together with a great market for wool.

SOUTH PETHERTON, (*Som. E.*) a small town with a manufacture of dowlas.

SOUTHWARK, (*Sur. E.*) a burgh on the south side of the River Thames. It is politically a part of the city of London, and shares the commerce and manufactures of the metropolis.

SOUTHWOLD, (*Suff. E.*) a small town, situated on a peninsula formed by the sea and an inlet communicating with the River Blyth, has some coasting trade, and some fishing business. The communication, lately opened, with the back country by a canal, must enlarge the trade of this place.

SOWERBY STREET, (*York, W. R.*) has some trade in consequence of being at the head of the navigation of the River Calder, which carries small sailing sloops up to it, though it is almost close under Blackstone edge, the great ridge between the east and west sides of the island.

SPALDING, (*Linc. E.*) a neat town among the fens, and on the west bank of the River Welland, which carries vessels of about fifty tons up to it. Its chief trade, however, is the sale of fat cattle, bred in the adjacent marsh lands.

SPEYMOUTH, called also **GARMACH**, and corruptly **GARMOUTH**, (*Inv. S.*) a village at the mouth of the Spey, which has long had a considerable fishery of salmon for the London market, a saw-mill, and some trade in shipping corn. About the year 1784 some gentlemen of York and Hull made purchases of the extensive woods of Glenmore, &c. about 60 miles up the River Spey, from which they bring down logs, planks, deals, spars, ship timber, &c. by floats upon the river. (See **ABERNETHY**.) They have about 70 saws wrought by two mills at Speymouth for manufacturing their timber. Some is sold on the spot; but much more is shipped for various parts of the coast of Scotland, Hull, and the royal dock-yards. A great deal is also used in building vessels, whereof 23 from 25 to 500 tons, and measuring altogether about 4,000 tons, besides boats, &c. were built at this harbour between the years 1785 and 1793, both timbers and plank being of fir wood: and their example has also induced others to build here. By all these occupations the place, from

being quite dead during the interval of the salmon fishery, has become thriving and prosperous.

STARISGO, corruptly called **STAXIGO**, (*Cain. S.*) a small harbour near Wick, where corn and meal are shipped, and buildings have been erected for pickling and smoking herrings.

STANFORD, (*Linc. E.*) a large town with stone-built-houses, on the River Welland, which brings barges up to it. There is some trade in malt; and, by favour of the river, stone is also an article of trade. The same accommodation enables the inhabitants to supply their neighbours with coal and other articles of coasting and foreign trade.

STANLEY, (*Pertb. S.*) a village raised by means of a cotton mill, erected in the year 1784 by the advice of Sir Richard Arkwright, which is driven by water brought from the River Tay under a mountain, moves 2,000 spindles, and gives employment to about 350 hands. Flax is also spun here by machinery.

STEWARTOWN, (*Ayr. S.*) a neat little town, wherein the manufacture of bonnets for the Highlanders, and others, who adhere to the fashions of their fathers, is still kept up.

STEWARTSTOWN, (*Tyr. I.*) a thriving village in the heart of a linen country.

STILTON, (*Hunt. E.*) a village noted for the cheese known by its name, the produce of the dairies of the adjacent marshes.

STIRLING, the capital of the shire of the same name, is an antient town, built upon a rock upon the south side of the River Forth, which bring vessels of 60 or 70 tons up to the bridge with the tide. The manufacture of shalloons has given way to carpets, which are now the principal woolen article, and are remarked for the goodness of their colours. Serges are still made in Stirling and the adjacent country; and the cotton manufacture now employs many men, women, and children, in the various departments of spinning, weaving, and tambouring.

STOCKPORT, (*Chef. E.*) a pretty large town on the south bank of the River Mersea. The manufacture of hats, chiefly low-priced, used to be the principal branch of industry in this town; and, provisions and fuel being moderate, several of the hat-makers in London have houses here. Being near Manchester, it has also a share of the cotton manufacture, which has been much extended here, as elsewhere. This town, like Manchester, has the advantage of not having its industry cramped by corporation laws and restraints, nor convulsed by elections.

STOCKTON, (*Dur. E.*) on the north side of the Tees, from a small village has risen, in little more than a century, to a well-built town, containing 4,000 inhabitants, and has a very considerable trade, though the entrance of the river is rendered dangerous by its rapidity. Lead, alum, corn, butter, bacon, and cheese, are shipped for London and other British ports, and also for foreign coun-

ries. The manufactures are—ships, some of them of great burthen, sail-cloth, cordage, and linen.

STONEHAVEN, (*Kink. S.*) a small town with a good and improveable harbour, having 22 feet at high spring tides. Of the few vessels belonging to the place, some sail to the Baltic, but most are coasters. Some osnaburgs, sail-cloths, sheetings, checks, &c. are made here; but not to any great extent.

STORMOUNT, formerly COLINHAUGH, (*Perth. S.*) a large establishment of works for bleaching, and for spinning cotton, the machinery of which is driven by the water of the Tay.

STORNOWAY, (*Ross. S.*) a town situated at the head of a fine bay, or loch, on the east side of the island of Lewis, which makes a deep and spacious harbour for ships of any burthen. About 50 vessels, belonging to the port, are employed in the fishery, in coaling, and in foreign trade. The industry of the people is directed chiefly to the herring fishery: cod and ling are also caught and cured, and some fish oil is made. The town contains about 800 inhabitants, many of whom have good houses: and it has the accommodations of a custom-house, a post-office, a weekly packet for carrying letters, goods, and passengers, to and from the main land, three school-houses, and also a town-house, and an assembly room,* being in all respects the most populous, the largest, and most important, town in the whole range of the Western islands.

STOURBRIDGE, (*Camb. E.*) See CAMBRIDGE.

STOURBRIDGE, (*Worc. E.*) a thriving town on the River Stour, with great manufactures of broad glass, flint glass, and a transparent kind of red glass, crucibles, and earthen wares of various sorts. The abundance of coal, iron ore, and clay, give birth to considerable manufactures of nails and every article of ironmongery, and also brick-works. Some woollen cloth is made here.

STOURMINSTER, (*Dorf. E.*) a small town on another river called Stour, with a manufacture of the kind of baize called swanskin.

STOURPORT, (*Worc. E.*) a thriving village situated at the junction of the River Stour and a canal with the Severn, has a basin and quay for the accommodation of barges, and a good deal of business in conveying goods up and down the river.

STOW ON THE WOULD, (*Glouc. E.*) a small town, chiefly noted for its fairs, at which hops, cheese, and sheep, are sold to a large amount.

STOW MARKET, (*Suff. E.*) a large town, about 15 miles above Ipswich on the River Orwell, which has been made navigable to it, whereby the trade of the place has been much increased. The manufacture of woollen stuffs, which formerly flourished here, has declined; and sackings and cordage have come in its place.

STRANGFORD, (*Down. I.*) a town situated on the strait which forms the entrance into a small land-locked sea, called Strangford loch, with a harbour for small vessels, ranked as a custom-house port, in which some corn, linen, and cattle, are shipped.

STRANRAER, (*Wig. S.*) a town situated at the head of a safe and commodious bay, called Loch Ryan, which affords anchorage for the largest vessels, and good accommodation for those of 100 tons, almost close to the houses. From having only two small vessels in the year 1764, this port has increased its shipping to above 1,600 tons, chiefly employed in the herring fishery and coasting trade. Some of them trade to the Baltic, and import wood and other materials for building houses and vessels.

STRATFORD, (*War. E.*) a good town on the west side of the River Avon, which brings barges up to it, has some trade in corn and malt, and in water carriage for the neighbourhood.

STRATHAVEN, (*Lan. S.*) a small inland town, enlivened by the cotton manufacture, and flowering upon muslin, which gives employment to the young girls.

STRATHBANE, (*Tyr. I.*) a town, well situated for trade, on the River Foyle, which is navigable up to it.

STRATHMIGLO, (*Fife. S.*) an inland little town, with a share of the linen manufacture. There was a manufacture of white thread, conducted chiefly by Mrs. Carrick: but I apprehend it is dropt. Excellent wool is produced on the adjacent Lomond hills, and the other requisites for the woollen manufacture are at hand: yet I do not find that any attempt has been made to turn these advantages to any account.

STROMNESS, (*Ork. S.*) a village in the Mainland, (or largest island) of Orkney, with a safe, deep, and commodious harbour, much resorted to by vessels which are prevented by head winds from passing through the Pentland firth. A few small vessels are employed in the fishing and coasting trade. The Hudson's-bay company's ships call here to ship people for their settlements, three fourths of those in their service being supposed to be Orkney men: and the Greenland whalers also ship many of their hands at this port, and land them again on their way home.

STRONTIAN, (*Arg. S.*) a village in Sunart, with copious lead mines, wherein about 200 men are employed.

STROUD, (*Glouc. E.*) a good town, situated on a river of the same name, with very extensive manufactures of fine cloth, the most of which are ingrained colours, and particularly scarlets, for dying which, the clear water of the river possesses a peculiar excellence: and thence the valley, as far as the eye can reach, appears full of scarlet

* It has not, however, got a coffee-house, as was reported in London, when it was the fashion to talk of the prosperity of the Hebrides.

and other showy coloured cloths upon the tenters, interspersed with the trees and fields. This being the center of the dyed-cloth manufacture, it may be observed, that all the cloths made in this district are woven white, dyed in the cloth, and finished for the market, by the great manufacturers. (See BRADFORD, *Wilt.*) Stroud has now the advantage of a communication with the Severn by a canal which comes very near to it.

SUDBURY, (*Suff. E.*) a good town on the north bank of the River Stour, which has been made navigable up to it, has thereby some trade. There are manufactures of perpetuanas, says, and other stuffs.

SUNDERLAND, (*Dur. E.*) formerly called New Weremouth, situated on a point of land formed by the sea and the River Were, from being a trifling village about 200 years ago, * has become a large, handsome, and prosperous, town. Its prosperity springs entirely from the neighbouring coal mines, and the commodiousness of the port, from which vessels can proceed to sea with the northerly winds, which, though fair for the passage to London, sometimes lock up the vessels lying loaded in the mouth of the Tine. The convenience of fuel at hand encouraged the establishment of salt-works, and afterwards iron-works, potteries, lime-works, glass-houses, and copperas works. Thus do the useful arts and industry, working upon natural advantages, create new branches of beneficial employment. Sunderland, with its dependent villages, contains about 20,000 people. It is next to Liverpool and Newcastle in quantity of shipping, and has a very considerable foreign trade, and a prodigious trade in coals and other coasting business. For the accommodation of the shipping, as well as the inhabitants and travelers, a bridge of cast iron has been erected, which is esteemed the most capital specimen of this lately-invented construction of bridges. It has only one arch, which is 236 feet wide in the span, and 100 feet high above low water, admitting vessels of considerable burthen to pass under it with their topgallant masts standing. Vessels of great burthen and excellent workmanship are built here.

The coals shipped in the port of Sunderland in the year 1799 were

for London	-	-	75,231 chaldrons.
other ports in Great Britain	223,338		
foreign parts	-	-	4,039

See COAL-WORKS.

SWALWELL, (*Dur. E.*) a village at the junction of the Derwent with the Tine, has a great manufacture of anchors, hoes, shovels, cast pots,

kettles, &c. conducted by a company, who have a warehouse in London, and another in Greenwich, and have three vessels, constantly running with their goods to those warehouses.

SWANSEY, (*Glam. W.*) a thriving town, situated on the River Tawey, which, with the flood-tide, carries vessels of 200 tons two miles above the town, has a very considerable trade in coal, lime, iron, clay, and flag-stones, which are carried to London, Bristol, Cornwall, and Ireland. There are seven copper-works, an iron-foundry, a brass-house, a spelter manufactory, a pottery, two considerable breweries, several yards for shipbuilding, and a wet and dry dock. As trade and manufactures beget more trade, the merchants of Swansea have lately extended their commerce to the Baltic and the West Indies; and it appears by the custom-house books, that their shipping trade has increased to about five times the amount of what it was about thirty years ago, an increase of prosperity comparable to that of Liverpool. In the spirit of Liverpool, the merchants here have erected piers for improving and deepening their harbour, and the neighbouring country is improved by a canal. In the year 1799 there were shipped here—for London 6 chaldrons of coal, and to all other ports 139,486 chaldrons of coal, 13,319 of stone coal, and 19,253 of culm.

SWANWICH, (*Dorset. E.*) a village in the isle of Purbeck, on a small bay, has some trade in shipping Purbeck stone for London and other places.

SWINDON, (*Staff. E.*) a hamlet in the parish of Himley, in which, and in the adjacent district, wherever there is a sufficient water-fall, there is a mill for manufacturing scythes, reaping hooks or sickles, axes, &c.

TADCASTER, (*York. W. R.*) a town on the Werf, which is navigable for sailing vessels to the bridge, above which the river is barred by a mill dam. The lime-stone here is reckoned very good, and is carried to York and other places.†

TALLOW, (*Wat. I.*) a town situated on the River Bride, a navigable branch of the Blackwater, by means of which it has a thriving trade.

TAMWORTH, (*Staff. and War. E.*) an ancient town lying on both sides of the River Tame, which has been noted for good ale, and a manufacture of narrow woolen cloth. It is now distinguished and animated by the extensive works, established by Sir Robert Peel and Company here, and in the adjacent village of Fazely, for carrying on the cotton manufacture in every stage of its progress, including spinning, weaving, bleaching, printing, &c. The accidental discovery of a sub-

* It has been supposed, because Camden says nothing of Sunderland, that it did not exist in his time; a mistake partly owing to the change of the name; for the town has grown out of an episcopal village, called Weremouth, and under that name it received a charter from Hugh Pudsey, bishop of Durham, 1158-1194, who reserved to himself and his successors the customs of fish, as Brus had from his vassals at Hartlepool. How long it has been called Sunderland, I do not at present know: but it appears, under that name, as a village beside Weremouth in Camden's map of Durham.

† Calcaria, the Roman name of this place, gives reason to believe that the quality of the lime was known to the Romans, and probably an article of trade with them.

terranean spring of water, peculiarly adapted for the purposes of bleaching, was a great acquisition to these works. And they, together with the town, have the advantage of being at the center of the important combination of canals, which here branch out to meet the four principal rivers of England.

TARAGH, (*Meath, I.*) a small village, in antient times the residence of the supreme kings of Ireland, is situated in the field of the coarse linen manufacture.

TAVISTOCK, (*Dev. E.*) a large and handsome town on the River Tave, is one of the flannery towns.

TAUNTON, (*Som. E.*) a large and populous town, situated on the River Tone, which brings large barges up to it. It is famous for its ale, which is carried to all parts of the world. The woolen manufacture, which used to employ about 1,100 looms here, has declined, owing, it is said, to election politics; and a silk manufacture has been established.

TEIGNMOUTH, (*Dev. E.*) a town on the north side of the Teign, which makes a pretty good harbour, has some vessels in the Newfoundland fishery, some home fishing, and some coasting trade. Shipbuilding is the chief manufacture of the place.

TENBY, (*Pemb. W.*) a town situated on the Bristol channel, with a pretty good harbour. Coal is the chief article of the trade; and the inhabitants prosecute the herring fishery in the proper season. Iron ore and black marble abound here.

TEWKSBURY, (*Glouc. E.*) a large and handsome town, situated on the Avon at its junction with the Severn, has manufactures of cotton goods, hosiery, nails, malt, and mullard, for which last article it has long been famous. It was also famous for its woolen cloths in former times; but that manufacture has long ago left it.

TAME, (*Oxf. E.*) a town on a river of the same name, which carries barges up to it, whereby it has some trade in providing water carriage between London and the adjacent country.

THETFORD, (*Norf. and Suff. E.*) a considerable town, situated at the junction of the Thet with the Ouse, both navigable rivers, by means of which there is some carrying trade by barges to and from Lynne. There are manufactures of woolen goods and paper.

THIRSK, (*York, N. R.*) a town with some manufactures of low-priced linen and facking.

THRAPSTON, (*Northamp. E.*) a small market town, has some trade by means of the navigation of the River Nen, on the east bank of which it stands.

THURSO, (*Catn. S.*) a town situated on a river of the same name, near the northern extremity of Great Britain, containing about 1,600 inhabitants, has a harbour, capable of being rendered

very commodious, which is a port, and possesses above 1,000 tons of shipping, chiefly employed in carrying fish, corn, yarn, and kelp, to London, Leith, Newcastle, &c. The men, not engaged in agriculture, pasturage, and mechanical trades, are employed in catching and curing salmon,* herrings, and other fish; for all which London is the principal market. The industry of the women is thrown away in spinning linen yarn for the manufacturers in the south country, an employment by which blooming youth and feeble age are condemned to poverty and waste of animal subsilance.

TIENDRUM. See CLIFTON.

TILDESLEY, (*Lin. E.*) a village, which has lately grown from a dozen of cottages to about 200 good houses, inhabited by about 1,000 people, who employ above 300 looms in the fabrication of fancy stuffs.

TILLCOUNTRY, (*Glouc. S.*) a village on the River Dovan, has manufactures of a kind of serge known by its name, and of plaiding.

TINEMOUTH, (*Northumb. E.*) a town at the mouth of the Tine, below North Shiels, has some salt-works, and a share of the coal trade.

TINTERN, (*Mon. E.*) a village on the River Wye, has manufactures of wire and other works in iron.

TIPTON, (*Staff. E.*) a village, in which there are iron furnaces, rolling and slitting mills, and works in a variety of articles of iron, among which the manufacture of nails, from the largest spikes down to tacks, whereof 1,200 weigh only two ounces, deserves notice, as furnishing employment to women and children as well as men. At the works, established by Messieurs Keir and Company, alkali is made from the refuse of some other chymical preparations; also soap to a large extent, in making which the alkali is employed; white lead, by a new process; red lead; and sashes for windows, made of iron, and also of a yellow metal, compounded of copper, zinc, and iron, which combines lightness with strength.

TIVERTON, (*Dev. E.*) a handsome and populous town, has manufactures of white serges, druggets, perpetuanas, sagathies, and other woolen goods, which employ about 700 looms: and about 200 hands are employed in combing wool.

TIVIDALE, (*Staff. E.*) a village near Birmingham, enlivened by considerable manufactures of nails, and other articles made of iron.

TOBIRMORY. See V. iv, p. 434.

TOPSHAM, (*Dev. E.*) a flourishing town at the head of an estuary of the English channel, which receives the River Ex, is the port of the city of Exeter, which is not itself accessible by vessels of great burthen. The chief manufacture is shipbuilding. For the exports, &c. see EXETER.

TORRINGTON, (*Dev. E.*) a considerable town on the River Towridge, has some manufactures of stuffs, many of which are sent to Ireland.

* In July 1743, or 1744, there were 2,560 salmon taken at one haul of the net in the River Thurso.

TORYBURN, (*Fife, S.*) a small town, with a tolerable harbour on the Firth of Forth, to which there belong about 1,000 tuns of shipping, engaged partly in foreign trade, and partly in coasting, both supported by the adjacent coal, which is of very good quality.

TOTNESS, (*Dev. E.*) a town on the river Dart, in which the tides flows 10 or 12 feet at the bridge, has some manufactures of woolen goods, and some fishing business.

TRALEE, (*Ker. I.*) a town situated at the head of a bay of the Atlantic ocean, is ranked as a port, has a few vessels, and very little trade.

TRANENT, and PORT SETON, together with COCKENZIE, (*Had. S.*) form a village with a small harbour, which has a few vessels in the East-county and coasting trades. There are great coal-works, which have, as usual, produced salt-works. Doctor Swediaur established works for refining salt, but soon sunk under the hardships to which every undertaking, wherein salt is employed, is subjected.

TREGONY, (*Corn. E.*) a small town on the River Fale, which carries boats up to it, by means of which it has some trade.

TRING, (*Hert. E.*) a small town, noted for its granaries and markets for corn, the produce of the fertile country around it.

TROWBRIDGE, (*Wilt. E.*) a thriving town, on the River Were near its junction with the Avon, has considerable manufactures of fine broad cloth, kerseymere, &c.

TRURO, (*Corn. E.*) one of the coinage towns for tin, is situated at the confluence of the River Fale, and two other rivers, which form a harbour capable of receiving vessels of about 100 tuns, which are employed in carrying the ore of tin and copper.

TULLAMORE, (*King. I.*) a neat little town on the side of the grand canal, with some manufactures, which its favourable situation will probably improve.

TULLOCH, (*Perth, S.*) a thriving village with a considerable print-field.

TUNBRIDGE (*Kent, E.*) is a place of fashionable resort on account of its mineral wells, and also receives a good deal of money for a very trifling kind of goods, being toys, made of wood, and known by the name of Tunbridge ware.

ULLAPPOOL. See V. iv, p. 434.

ULVERSTONE, (*Lan. E.*) a town near the estuary at the mouth of the Leven, now rendered accessible by sea vessels by means of a canal. The country abounds with coal and iron ore; and furnaces are erected for converting the ore into pig iron and bar iron, with which a considerable trade is carried on. Lime-stone is also carried from this place. At Newlands mill, near Ulverstone, tow yarn for sack-cloth is spun by water machinery.

UPTON, (*Worc. E.*) a town on the west bank of the Severn, has a quay for the accommodation of

the river craft, and some business connected with the navigation of the river.

UTTOXETER, (*Staff. E.*) a handsome town on the west side of the Dove, has some iron forges; and great quantities of corn, cheese, and other provisions, are sold at its markets, and conveyed in every direction upon canals, which communicate with the Thames, the Humber, the Mersea, the Dee, and the Severn.

UXBRIDGE, (*Mid. E.*) a town on the River Colne, is a considerable market for corn. Being close to the grand junction canal, it may have navigable communication with all parts of England, and a very easy intercourse with London by the additional canal extended to Paddington.

WAINFLEET, (*Linc. E.*) a town with a small harbour, and a few coasting vessels.

WAKEFIELD (*York, W. R.*) was a handsome town, noted for its woolen manufacture 200 years ago. [*Camdeni Britannia*, p. 565.] It is situated on the River Calder, upon which sailing vessels can proceed many miles above the town. The manufactures of woolen cloth and light woolen stuffs are very considerable in and around the town; and, for the accommodation of buyers and sellers, a handsome and commodious hall has lately been built. A great deal of wool is also sold here; and there is a considerable trade in sending coals down the river for York, Hull, &c.

WALDERWICK, (*Suff. E.*) a village at the mouth of the River Blyth, opposite to Southwold, with a small share of coasting trade.

WALLINGFORD, (*Berk. E.*) a considerable town on the Thames, sends great quantities of corn and malt down the river to London.

WALSALL, (*Staff. E.*) a populous town, had a great manufacture of buckles, when they were in general use. There are manufactures of various articles of ironmongery, chiefly for the use of saddlers, and of nails, in making which women and children, as well as men, find employment.

WANDSWORTH, (*Sur. E.*) a village near the south bank of the Thames, has a manufacture of hats, originally established by French protestant refugees, a scarlet dye-house on a large scale, iron mills, oil mills, mills for making white lead, print-fields for calicoes, distilleries, &c.

WANSFORD, (*York, N. R.*) a village with a cotton work.

WARE, (*Hert. E.*) a considerable town at the head of the navigation of the River Lea, by means of which the inhabitants conduct the trade of the adjacent rich and fertile country with London, carrying thither great quantities of corn, malt, and flour, and returning with coals and every kind of merchandize. The chief manufactures of the town and neighbourhood are making malt and grinding wheat.

WAREHAM, (*Dorf. E.*) a small town at the mouth of the river Frome in Poole harbour, had formerly some shipping, which, by the increasing shallowness of the water, on the west side of the

harbour, have been removed to Poole. Tobacco-pipe clay is now the chief article of the trade of the place.

WARKWORTH, (*Northumb. E.*) a small town at the mouth of the Coquet, the inhabitants of which are chiefly employed in catching and curing salmon, of which there is great plenty in the river.

WARMINSTER, (*Wilt. E.*) a considerable town with a good woolen manufacture, and a great trade in wool, corn, and malt.

WARMLEY, (*Glouc. E.*) a village near Bristol, has large copper works.

WARRINGTON, (*Lan. E.*) a considerable town on the River Mersea, has manufactures of huckabuck table linen, sail-cloth, glass, pins, and some cotton goods, and is noted for the goodness of its malt and ale.

WARWICK, (*Cumb. E.*) a village on the River Eden, has works for spinning cotton.

WARWICK, the capital of the shire of the same name, is a populous and handsome town of stone houses, situated on the River Avon. The chief trade of the place has been making malt, to which some cotton works have lately been added.

WATCHET, (*Som. E.*) a town with a small harbour, has some vessels employed in carrying alabaster, lime of an excellent quality, and kelp, and in bringing coal. Some salmon are caught here; and the herring fishery is attended in its season.

WATERFORD, the capital of the county of the same name in the south-east part of Ireland, is a large and flourishing town, with about 35,000 inhabitants, situated on the south side of the River Suir, a few miles above its junction with the Barrow, below which there is a spacious estuary, called Waterford harbour. Vessels of good burthen can lie at the quay, which runs along the whole length of the town; but the largest vessels lie a few miles lower. Waterford is next to Cork in the export of provisions, and rivals Drogheda in the export of corn, flour, &c. The post-office packets to and from Milford haven are stationed here.

WEDNESBURY, (*Staff. E.*) a small town near Birmingham, with manufactures of locks, gunlocks, nails, and other articles of ironmongery.

WELLINGBURGH, (*Northamp. E.*) a considerable town with good stone houses, has a large share of the lace manufacture, and a good market for corn.

WELLINGTON, (*Shrop. E.*) a town situated among mines of coal, lime, and iron ore, has large furnaces for iron, wrought by steam.

WELLINGTON, (*Som. E.*) a town on the south side of the River Tone, with a considerable manufacture of druggets and serges.

WELLS, (*Norf. E.*) a decayed town, with a harbour much injured by the sea, has some vessels, and some trade in corn and malt; but fishing is the principal business of the place.

WELLS, (*Som. E.*) a small episcopal city, has

little business of any kind, except that some of the women are employed in knitting stockings and working lace.

WELSHPOOL, (*Mont. W.*) a considerable town at the head of the navigable water of the Severn, has a great market for the flannels, which are the staple manufacture of the neighbouring country.

WEMYSS, pronounced Weems, (*Fife, S.*) a small town with a tolerable tide harbour, and some trade in shipping coals and salt to the ports of Scotland, and coals to the Baltic, Hamburg, and the Netherlands, whence wood, iron, and flax, are brought in return. Some good vessels are built here; and several of the larger ones belonging to the place are chartered by the merchants of other ports for foreign trade, or by government as transports. The town has a share of the trade in low-priced linens, the general staple of Fife.

WESTBURY, (*Wilt. E.*) a town on the border of Salisbury plain, has a considerable manufacture of woolen cloth, and makes a great deal of malt.

The WESTERN ISLANDS, so called as lying on the west side of Scotland, consist of Skie, Lewis, North Uist, South Uist, Barra, Cannay, Rum, Col, Tirie, Mull, Lismore, Colonsay, Jura, Ilay; and an almost innumerable multitude of smaller islands.

In the darkest ages of European barbarism the light of science shone, comparatively bright, in these remote islands; and some faint rays from them illuminated the country now called Scotland, and even England. From the ninth to the thirteenth century inclusive, they, together with Mann, constituted the Norwegian feudal kingdom of Mann. During that period they were in some degree enlivened by arts, industry, and commerce; and their fleets were frequently formidable to the coasts of England, Scotland, and Ireland. The unhappy condition to which Scotland was reduced, very soon after the acquisition of the kingdom of Mann, by the deaths of the good King Alexander III, and his infant grand-daughter Queen Margaret, sunk the islands into a state of barbarism. They continued neglected, and almost unknown, by the government of Scotland: and the accession of the Scottish sovereign to the crown of England removed them still further from the attention of the court. Even now, the little knowledge, which people in general have of them, is chiefly derived from the accounts given by travelers, who have lately visited them from motives of curiosity.

But this neglected portion of the British empire is an unopened mine of wealth and prosperity, which, whenever it shall be restored to its natural importance by patriotic wisdom, will be infinitely more valuable than fifty conquests, and fifty distant colonies.

WEXFORD, the capital of a county so called, is a considerable town, with about 9,000 inhabitants, situated at the mouth of the River Slaney, on the south side of a spacious harbour or bay, to which there belong above 60 vessels of moderate burthen. The exports consist of corn, flour, and some

provisions. A good deal of coarse woollen cloth is made in the neighbourhood *

WEYHILL, (*Hamp. E.*) a village noted for its annual fair, reckoned the greatest market in England for hops, cheese, and sheep.

WEYMOUTH and MELCOMB REGIS; (*Dorf. E.*) though represented by four members in parliament, are but one town as a corporation, and as a port, separated only by a river, called the Wey. The merchants are concerned in the Newfoundland fishery, and, in consequence of that, in a trade to Portugal. Shipbuilding is the chief manufacture of the place.

WHITBURN, (*Linl. S.*) an inland village, with a small cotton manufactory, and some weaving and flowered work for Glasgow.

WHITBY (*York, N. R.*) was originally a fishing village at the mouth of the Esk, and in the reign of Henry VIII it was little more. [*Lel. Litin. V. i, p. 57.*] Before the year 1700 it had some share of the coal trade, and then possessed about 60 vessels of about 80 tons burthen; and now it has become the seventh port in England in quantity of shipping. The inhabitants are largely concerned in the coal trade, and also in foreign commerce, and the Greenland fishery, in which branch they have for many years been generally next to London. The adjacent numerous alum works furnish cargoes for many vessels; and great quantities of the produce of the country are shipped here, and also of fish, which are carried to the Mediterranean, the West Indies, &c. The town, though rather inconveniently placed on the steep banks of the river, is well built and populous. The harbour is mostly artificial, being formed at a great expense, by projecting piers, and is, notwithstanding, much incommoded by sand at the mouth of it. It is, however, capable of containing 500 vessels, which must lie aground at low water. Shipbuilding is a principal trade of the place, and the vessels are remarkably strong, and well adapted for the coal trade. There is also a manufacture of canvass; and some kelp is made on the shore for the service of the alum works.

WHITECHURCH, (*Hamp. E.*) a small inland town, with some manufactures of light woollen stuffs.

WHITEHAVEN, (*Cumb. E.*) a large, well-built, and flourishing, town, and the principal port on the west side of England for coal, of which prodigious quantities are sent over to Ireland. The coal mines here are said to be the deepest in England, and some of them penetrate a considerable way under the bed of the sea. Salt, an usual attendant upon coal, is made here to a great amount. The merchants have some concern in foreign trade; and Whitehaven is the sixth port in England for quantity of shipping, being next to Hull. Though the existence of Whitehaven two centuries ago

is ascertained by its appearance in Camden's map of Cumberland, yet it was not thought worthy of being noticed in his work. It owes its importance to the coal mines, and the spirited exertions of the family of Lowther.

WHITEHERN, (*Wig. S.*) an antient town, with a pretty good harbour at the distance of three miles, formed by a little island, to which there belong a few small vessels, employed in coasting. There are some cotton manufactures, and some tan-yards.

WHITNEY, (*Oxf. E.*) a long and populous town on the River Windrush, a branch of the Thames, has some manufactures of felts and duffles: but the chief business of the place, wherein about 3,000 people of both sexes and various ages are employed, is the manufacture of blankets, for which this town has a great reputation.

WHITSTAPLE, (*Kent, E.*) a maritime village, and a kind of harbour for Canterbury, whereby it has some coasting trade. The oysters upon the coast give employment to many of the people.

WICCOMB, (*Buck. E.*) an antient town with a manufacture of paper, and a very great market for corn.

WICK, (*Cain. S.*) a small town with an indifferent harbour. Some herrings are pickled and smoked; a fishery for cod, &c. is carried on by a London company; and some pickled salmon, brought over-land from Thurso, are shipped for London.

WICKLOW, the capital of an Irish county of the same name, a pleasant town, with a small harbour and a few vessels. It has some trade in exporting corn, coasting, &c. and is noted for the quality of its ale.

WIGAN, (*Lan. E.*) a large and well-built town, connected with Liverpool by a canal. Placed in the neighbourhood of Liverpool and Manchester, it partakes of their spirit and industry. Besides its old-established iron forges and founderies, it has thriving manufactures of fustians, calicoes, and several other articles of cotton, the great staple of Lancashire, and also linen, and blankets, bed-covers, &c.

WIGTON, the capital of the most southerly shire in Scotland, which has the same name, is a small town with a harbour at the mouth of the River Bladenoch, which is ranked as a port by the custom-house. It has a few vessels, which are employed in coasting. There is a pretty good salmon fishery, and a trifling fishery for cod and herrings. There are manufactures of plaiding, flannel, and cotton goods, all on a small scale.

WILLENHALL. See WOLVERHAMPTON.

WILSONTOWN IRON-WORKS, (*Lan. S.*) erected by Messieurs Wilsons at Cleugh, in the midst of iron-stone, coal, fire-clay, lime-stone, and freestone; so that every thing is at hand.

* The country on the south side of this town, called the barony of Forth, is possessed by a peculiar people, who appear to be the unmix'd progeny of an early English colony, as they speak the antient Anglo-Saxon language, which, however is now rapidly modernizing. They are distinguished by their industry and the cleanliness of their habitations.

WILTON, (*Will. E.*) a small town, noted for a very considerable manufacture of carpets of the kind known by its name.

WINCHELSEA, (*Suff. E.*) formerly a town of considerable importance, and one of the Cinque ports, has been reduced, by encroachments and recesses of the sea, to a small town of about 500 people, with scarcely any trade or manufactures, that of cambric, which was begun in the year 1761, having been given up.

WINCHESTER, (*Hamp. E.*) an antient episcopal city, situated about 15 miles above Southampton on the Itchin, or Alre, which is navigable for barges thus far, and formerly carried them as high as Alresford, but the upper part of the navigation is now neglected. The city has very little of manufactures or trade of any kind, except some dealing in wool, and the sale of cheese and cattle at the fair.

WINDSOR, (*Berk. E.*) a large town on the south bank of the Thames, has a great market for corn, and no other trade of any consequence, except what is occasioned by the residence of the royal family in the neighbourhood.

WINLATON, (*Dur. E.*) a village near the south bank of the Tine, containing about 1,500 inhabitants, mostly blacksmiths, employed in the great iron manufactory established by Sir Ambrose Crawley. The chief articles made here are nails, files, edge tools, and hoes, which are famous in all parts of the continent of America and the West Indies.

WINSFORD, (*Chef. E.*) a village with a share of the salt trade. See SALT-WORKS.

WIRKSWORTH, (*Derb. E.*) is a good town, wherein the court for determining disputes among the miners is held, and which may on every account be esteemed the capital of the mining country in Derbyshire. The various kinds of lead ore are here smelted (i. e. the lead is separated from the heterogeneous matter) by furnaces blown by bellows worked by a water-wheel. The quantity of lead obtained from the Derbyshire mines is about five or six thousand tons in a year: there is about the same quantity of iron; and about 500 tons of calamine. Mill-stones and grind-stones are also made in this neighbourhood. A cotton manufactory employs about 200 people here; and some are employed in combing wool.

WISBECH, (*Camb. E.*) a well-built town, situated in the heart of the fen country, and amidst a combination of natural and factitious rivers, which are mostly navigable for vessels, larger or smaller.

The town has some coasting vessels, which carry the corn, butter, &c. of the adjacent country to London and other places, and bring all kinds of necessary articles in return, for the supply of the great extent of country to which the barges have access by inland navigation.

WITHAM, (*Eff. E.*) a neat little town, with a share of the baize manufacture.

WIVENHOE, (*Eff. E.*) the harbour of Colchester

for large vessels, being about four miles lower on the river. Here the celebrated Colchester oysters are packed in small casks for carriage or exportation.

WIVELSCOMBE, (*Som. E.*) a thriving town, with manufactures of blankets, coatings, kerseys, baize, and other coarse woolen articles.

WOLVERHAMPTON, (*Staff. E.*) a large and prosperous town, has great manufactures in iron, brass, japanned ware, and toys, executed in gold, silver, brass, mother of pearl, &c. The locksmiths are particularly skilful in constructing locks, which are exceedingly curious, some of them partaking of the nature of clock-work, and of very minute size. A great part of the iron-mongery ware is made by the farmers of the adjacent country, and sold by them to the great manufacturers. In the year 1750 the town contained 7,454 inhabitants, and before the commencement of the war in 1793 they were increased to 18,500. Such are the happy effects of persevering industry and ingenuity. Wolverhampton has the advantage of very extensive communication with most parts of England by canals.

The parish of Wolverhampton contains a great number of villages, all more or less engaged in the same branches of manufacture; and among them Willenhall and Billon may be noted as the most considerable.

WOODBRIDGE, (*Suff. E.*) a neat little town, situated about ten miles above the mouth of the River Deben, which, though it runs but a short course, is navigable by vessels of considerable burthen up to the town. It has a convenient quay, and yards for building vessels, is ranked as a port by the custom-house, and has a good number of vessels, which are employed mostly in coasting, and trading to Holland, &c. Great quantities of cheese and butter are shipped here.

WOODSTOCK, (*Oxf. E.*) a small town, noted for works of steel and polished iron, and still more for gloves, which constitute the chief business of the place.

WOOLWICH, (*Kent, E.*) a large town on the Thames, entirely occupied by the royal dock-yard, and other stores and works connected with the navy, and inhabited by people employed in the several departments of building and fitting out ships of war. In an adjoining field, called the warren or park, a prodigious quantity of great guns, balls, mortars, bombs, and other artillery, are kept in constant readiness for service.

WORCESTER, the capital of the county of the same name, is a large, antient, episcopal, city, situated on the east side of the River Severn, which is navigable thus far by good sloops, many of them carrying top-sails, whereof 40 or 50 may be seen at a time, whence the city might be supposed to have a very great trade. The sale of hops is, however, the principal branch of business in the place. The woolen manufacture was once very flourishing and extensive here; but now there is

scarcely any other manufacture than that of gloves, for which article, I have been told, the makers here receive from eighty to a hundred thousand pounds a-year.

WORKINGTON, (*Cumb. E.*) a town at the mouth of the River Derwent, which forms a tolerable harbour for vessels, which are employed in carrying coals to Ireland. There is a good salmon fishery, and some salt-works, the usual attendants upon coal. There is an iron foundry upon an extensive scale, with a mill for boring cannon, slitting mills, rolling mills, &c. There are also manufactures of sail-cloth and cordage.

WORSTED, (*Norf. E.*) a town believed to have given its name to the kind of woolen yarn so called, has some manufactures of Norwich fluffs and hosiery.

WOTTON UNDER EDGE, (*Glouc. E.*) a thriving town, with a very considerable manufacture of woolen cloth.

WRINTON, (*Som. E.*) a small town, with some mines of lapis calaminaris. Teazles, a kind of thistles used in the woolen manufacture, are cultivated here.

WREXHAM, (*Derb. E.*) a considerable town, with a good manufacture of flannel in and around it, smelting works for lead, and Mr. Wilkinson's foundry of great guns, &c. at Brymbo near it.

YARMOUTH, (*Hamp. E.*) a neat little town of stone houses, near the west end of the Island of Wight, stands at the mouth of a large inlet, which affords good anchorage for large vessels, and has some coasting trade.

YARMOUTH, (*Norf. E.*) a large, regular, and well-built, town, situated on a peninsula formed by the sea and the River Yare, which receives the waters of the Waveney and the Thyrne; and all the three rivers being navigable many miles up the country, this town has the advantage of a good inland navigation. Yarmouth still keeps up its ancient reputation as a first-rate fishing port, its herings being known and esteemed all-over the world. The fishers also prosecute the mackerel fishery in the season, and the cod fishery of the North sea. The quay here is reckoned one of the finest in Europe; and the port is the eighth in England in the quantity of shipping, being in that respect next to Whitby. Besides fish, the ancient staple of the place, which are shipped for London, Spain, Portugal, and Italy, great quantities of corn and

mailed from the adjacent fertile country are shipped here for London and other British ports, and for Holland. The merchants also export great quantities of the woolen manufactures of Norwich and the neighbouring country; and they have a considerable trade with the Netherlands, Norway, and the Baltic, from which their imports are chiefly timber and naval stores for the use of their shipping. Shipbuilding, and the trades connected with shipping and fishing, employ the manufacturing industry of the place.

YARUM, (*York, N. R.*) a small town on the River Tees, has some coasting trade, chiefly in carrying corn and lead; but much of its business has been carried to Stockton, which is more conveniently situated nearer the mouth of the river.

YEovil, (*Som. E.*) a considerable town on the River Ivel or Yeovil, has a great market for butter, cheese, corn, cattle, and hogs. The woolen manufacture, formerly established here, has decayed; and, in its stead, leather gloves have become the staple of the place.

YORK, an archiepiscopal city, and a county of itself, is situated on the Ouse, which is here a very respectable river, though it has not yet received the waters of most of its chief tributary streams, and, by the help of a lock below the city, brings up sea vessels of about ninety tons. This ancient city, the residence of the Roman emperors when in Britain, the metropolis of the great Northumbrian kingdom, and still the capital of the north part of England, has little other trade than retail shop-keeping. It is, however, a comfortable residence for many of the genteel families of the neighbouring country, who live here for the sake of moderate expense, the education of their children, agreeable company, and the amusements of plays, assemblies, &c. Being also an ecclesiastical metropolis, and a considerable thoroughfare, a good deal of money is circulated in the city independent of trade.

Youghall, (*Cork, I.*) a town conveniently situated on the spreading mouth of the Blackwater, which forms a good harbour, and is navigable about 15 miles up the country. It contains about 7,000 inhabitants, enjoys a considerable share of the provision trade, and possesses more vessels than any port in Ireland, except Dublin and Cork.

A GENERAL CHRONOLOGICAL INDEX.

The numbers prefixed are the dates. The addition of * signifies that the date is so many years before the Christian æra; § that the date is unknown; and || that the event happened near the date affixed, or continued for some time before and after it.

Of the subjoined numbers, the Roman numerals indicate the volumes, and the Arabic ones the pages.
Some few contractions, used to save room, will, it is presumed, need no explanation.

N. B. Some obsolete words, the meaning of which is explained or attempted, will be found collected under the title, *Obsolete Words*.

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Posts for conveying letters.

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1481	Now introduced in England and Scotland	698
1543	Letters go from London to Edinburgh in 4 days	ii, 90 ⁿ
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1635	A regular post established in England	383
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1653-54	Postage of the three kingdoms farmed	450
1656	General post-office for the three kingdoms	469
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1722	Annual revenue	123
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1740	A regular post established in Turkey	224
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